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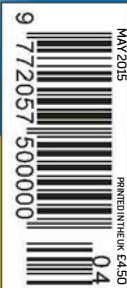


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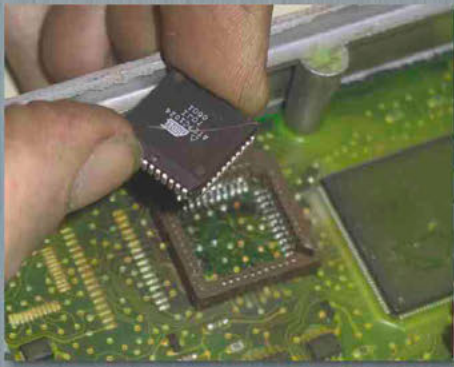
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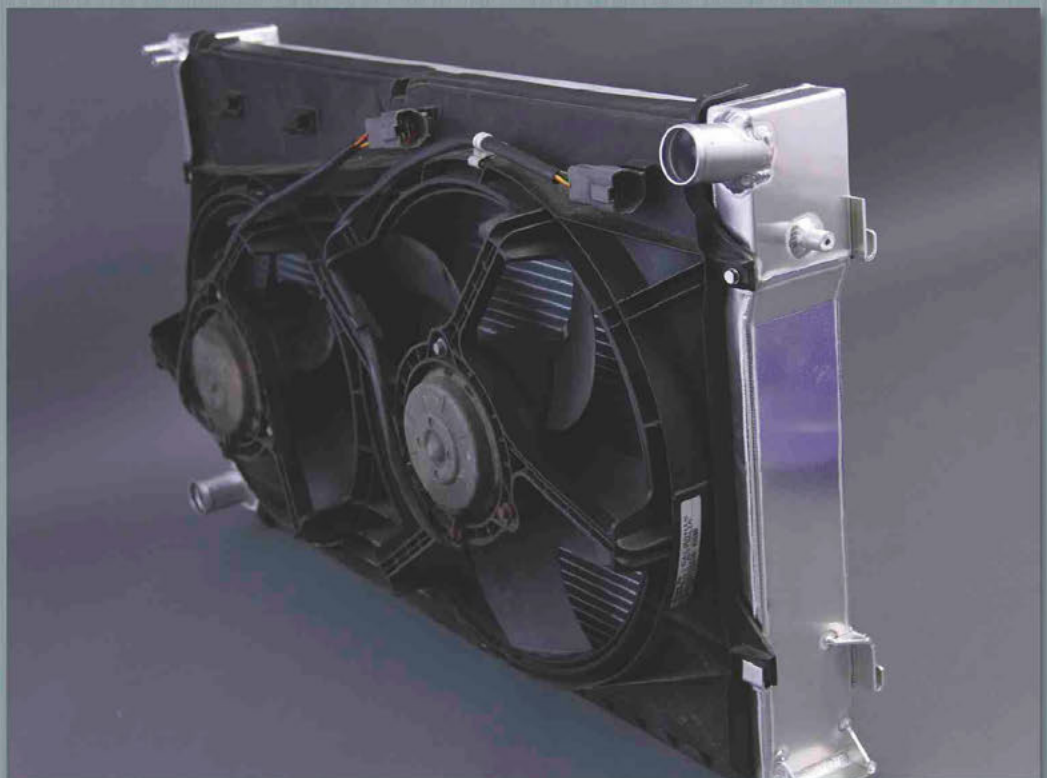
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PERFORMANCE VAUXHALL



Check out our new
'Reader Resto' feature

Fresh Start

Welcome to the first ever issue of *Performance Vauxhall*! I'll admit it feels kind of strange having to use the new name, and I'd be surprised if a least one cheeky reference to *Total Vauxhall* hasn't sneaked through somewhere in the mag, but ultimately it's the same magazine, just better!

If you've missed the news, we're changing both the name of the magazine and the frequency, so it will be bi-monthly rather than monthly from now on. While this does mean you'll have to wait longer for your dose of Griffin goodness it also means that the mag will be bigger, and as you'll discover, it will have more new features as a result.

The first of the new features is 'Reader Restos' where we're looking at the complete DIY builds carried out by Vauxhall enthusiasts. We've got two in

this issue (on pages 78 and 92) so go and check them out. We've also got more feature cars than usual and cover some very diverse ground, from a mint restored retro Ascona, to a Corsa D 'on air'.

And that's not all as we've also made the decision to bring back one of the old favourites in the form of the Buying Guides (see page 102), and we'll be running through many performance orientated models, from the past and present, over the coming months.

We'd love to hear your views on the 'new' *Performance Vauxhall* so feel free to get in touch via our new email address – performancevauxhall@kelsey.co.uk.

Finally, it goes without saying that I really hope you enjoy this issue!

Dan

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VAUXHALL**
SEE PAGE 120
FOR DETAILS

MEET THE TEAM

The people who bring you *Performance Vauxhall*, and what we've been up to this month...



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Being ill and getting behind schedule with car rebuilds.



DAVE REID
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Getting fed up with old broken cars... back looking at Astra SRi Turbo and Vectra VXR estates.

NEXT ISSUE ON SALE: 5 JUNE 2015

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VAUXHALL

ASTRA GSi

SPECIAL BRU

It might not have been forged in Scotland from girders, but this is still one phenomenally cool GSi

WORDS Jarkle **PHOTOS** Dan Sherwood

It's fascinating to see the different ways different individuals tackle their respective project cars. Some meticulously plan their moves, painstakingly poring over spec lists and plotting each modification with the attention to detail normally reserved for professional chess players. Others take the opposite route; they buy the car, then start adding choice components that take their fancy and see where things end up. Of course part of the joy of messing around with cars is that there's no right or wrong way of doing it – your car, your rules (unless you want to fit Lexus lights and a Combat kit, in which case yes, you're certainly doing it wrong), and as long as you're happy

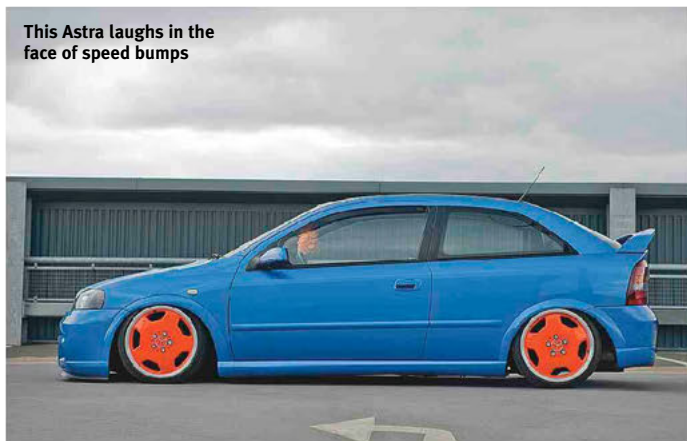




FAST FACTS

- ★ Irn Bru themed build
- ★ Mercedes AMG Monoblock alloys
- ★ Hydraulic suspension
- ★ VXR turbo and TX Autosport FMIC
- ★ Seat Leon Cupra splitter

This Astra laughs in the face of speed bumps



“The car’s nickname grew, and before long it became its theme”



with the end result then that’s all that matters.

It’s probably fair to say that this GSi is the result of a mix of both ways of approaching car modification. It’s owned by Nick Rance, a man with a serious passion for fourth gen Astras, and it’s taken shape over the last three years, a period that’s seen it acquire a rather unusual theme – Irn Bru!

“I’d had a bit of an orange theme running through the car already, most obviously the ‘snowflake’ alloys that were originally on there, plus my mates noticed that I was always drinking Irn Bru at meets and shows,” laughs Nick. “The car’s nickname grew from that and before long it became its theme.”

Nick actually bought the GSi at the end of 2013, striking lucky and unearthing a tidy, largely standard example that was in great condition. (not such an easy thing to achieve now the Mk4 is getting on in years) It was being sold by an employee of Turbo Technics who wasted no time in pointing out that the VXR Ko4 he’d fitted was smoking and not much longer for this world, though the upside was that Nick was able to source a discounted replacement through the very same seller!

THEME TUNED

The car’s engine spec grew around that turbo, and though Nick readily admits

he’s more interested in how the whole package looks rather than how it goes, he did spend time adding a smattering of choice performance additions, including a Powerflow exhaust, a TX Autosport intercooler, enlarged top hat and boost pipes, a Bailey BOV, and an SM Tuning remap. That little lot dragged the GSi’s headline power figure to a very respectable 260bhp – enough to feel suitable quick, not so much as to demand the fitment of an expensive limited slip diff.

While the engine build was steadily taking shape, Nick was pondering what to do with the exterior and how to best evolve the Irn Bru theme that was now intrinsically linked to

TECH SPEC

ENGINE

1998cc Z20LET DOHC16v with stock internals, Powerflow stainless steel turbo-back exhaust, Milltek VXR back silencer, VXR Ko4 turbo, Bailey BOV, TX Autosport FMIC, enlarged top hat and boost pipes, Vectra CDTi airbox and crossover delete, SM Tuning remap, Hydro Graphics pipework in custom orange, Arden Blue rocker cover with orange plug cover and Irn Bru sticker, chrome engine bay dress kit

POWER

260bhp approx

TRANSMISSION

OE F28 five-speed, clutch and driveshafts

SUSPENSION

Rayvern Hydraulics custom hydraulic two-way suspension with bespoke shocks and top mounts, x4 rams, uprated pump and boot build, hydraulic switch-box

BRAKES

OE Astra GSi discs, calipers, aftermarket pads

WHEELS AND TYRES

(Front) 7.5x17in (rear) 8.5x17in AMG Monoblocks in one-off orange with diamond cut lips, Nankang tyres

INTERIOR

OE Recaro half-leather GSi seats with blue belts, climate control, automatic wipers, Pioneer 7.5in flip out TV stereo, Pioneer replacement door speakers, Pioneer 12in sub with a Pioneer 1200 watt amp

EXTERIOR

2002 Astra GSi in Arden Blue with Seat Leon Cupra splitter, Vauxhall ‘shark eye’ headlights, headlight washer jets

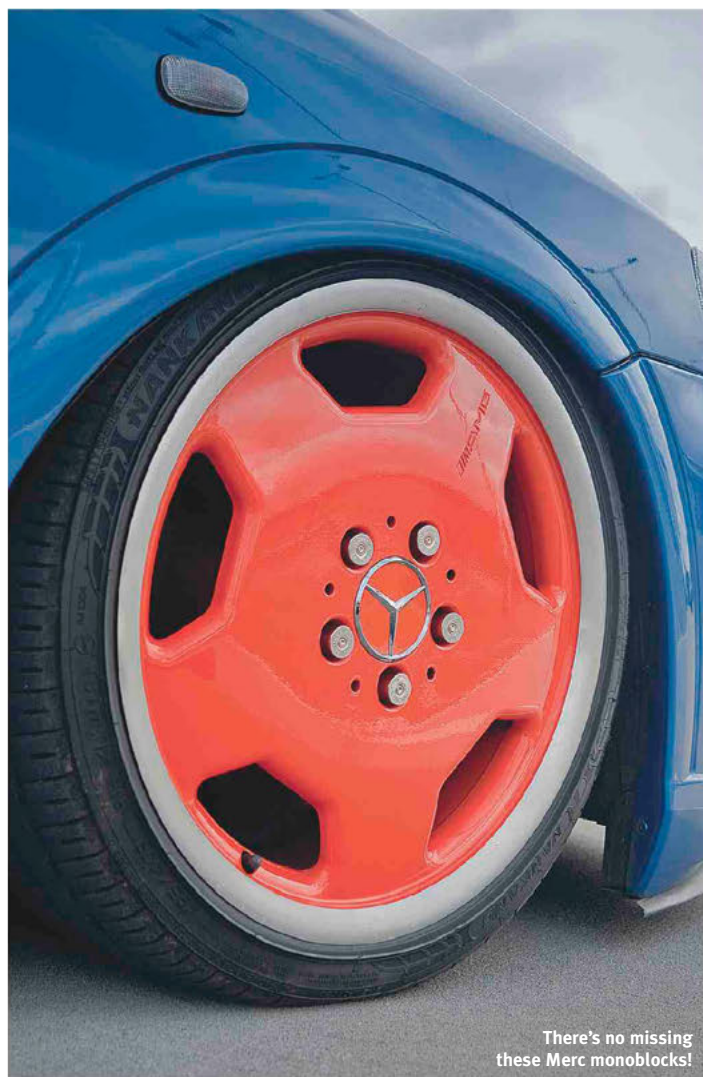
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There's a decent amount of poke under the bonnet, with around 260 useable horses



ASTRA GSi



There's no missing these Merc monoblocks!

the car. His attention quickly turned to wheels and suspension – the Astra had sported coilovers and the aforementioned orange ‘snowflakes’ from the moment Nick had brought it home, but now he fancied trying something a little different.

“I run a car club called Beds Modified and one of our members is a massive Mercedes fan. I was round his house and noticed he had a set of AMG Monoblocks lying around, so it seemed rude not to at least offer them up to my car to get an idea of how they’d look,” Nick laughs.

LOW RIDER

The wheels were held up to the Astra’s hubs and that was it, decision made – Nick found himself heading home with the Merc wheels in the boot that very day! Getting them to fit properly took a bit of planning though, with ‘wobble bolts’ needed to convert the Astra’s 5x110 PCD to the Mercedes 5x112 and a set of custom metal spigot rings were required to ensure the centre bore was perfect.

Those wheels were swiftly powdercoated a suitably retina-scorching shade of orange before Nick moved onto phase two of his plan – the suspension.

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ride wasn’t too bad it did mean the original wheels made contact with the body on full compression, plus the speed bumps outside my house were a massive pain.”

The decision was made to opt for hydraulic suspension instead, a brave move as there wasn’t another Mk4 GSi in the country running that setup at the time. Ray at Rayvern Hydraulics was entrusted to carry out the work and he made swift progress, crafting a set of hand fabricated shocks and top mounts, then installing a custom boot build to showcase the rams and the pump system. All of this can now be controlled from the driving seat via a hydraulic switch-box, and the neat two-way setup can easily allow the car to ‘lay frame’ or, at the other end of the scale, rise up high and leave an arch gap big enough to fit your head in to.

There’s no doubting that this setup works really well; it transforms the GSi from a specialised weekend toy to something that could, if the need ever arose, be used on a daily basis, speed bumps or no speed bumps. It’s also ideally suited to those chunky Merc wheels, allowing the stunningly clean Arden Blue arches to literally sit on top of the tyres when stationary.

“I’ve always been into the stance side of car modification and I love looking at how well the



Interior was immaculate, so has been left largely alone

“I’ve always been into the stance side of car modification and I love looking at how well the Astra sits”



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NICK RANCE

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FIRST VAUXHALL A Corsa B 1.2

WORST BIT OF THE BUILD It all went very smoothly, so probably just trying to get some suitable spigot rings made up

BEST PART OF THE BUILD Driving it now it's finished, it gets so much attention it's unreal.



ASTRA GSi

Astra sits with that wheel and suspension combo. If I'm honest I only had it remapped to make proper use of the VXR turbo and the other tuning parts on there," Nick muses.

INTERIOR DESIGN

Other aspects have been left exactly as Vauxhall intended, including the jaw-droppingly immaculate interior, something that's in as good a condition as when it was first put together all

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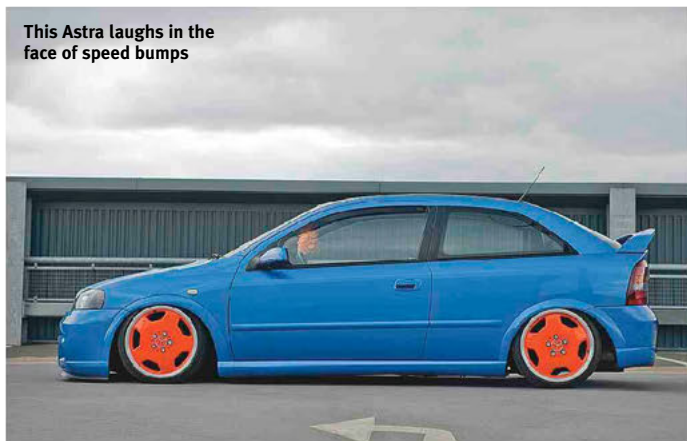




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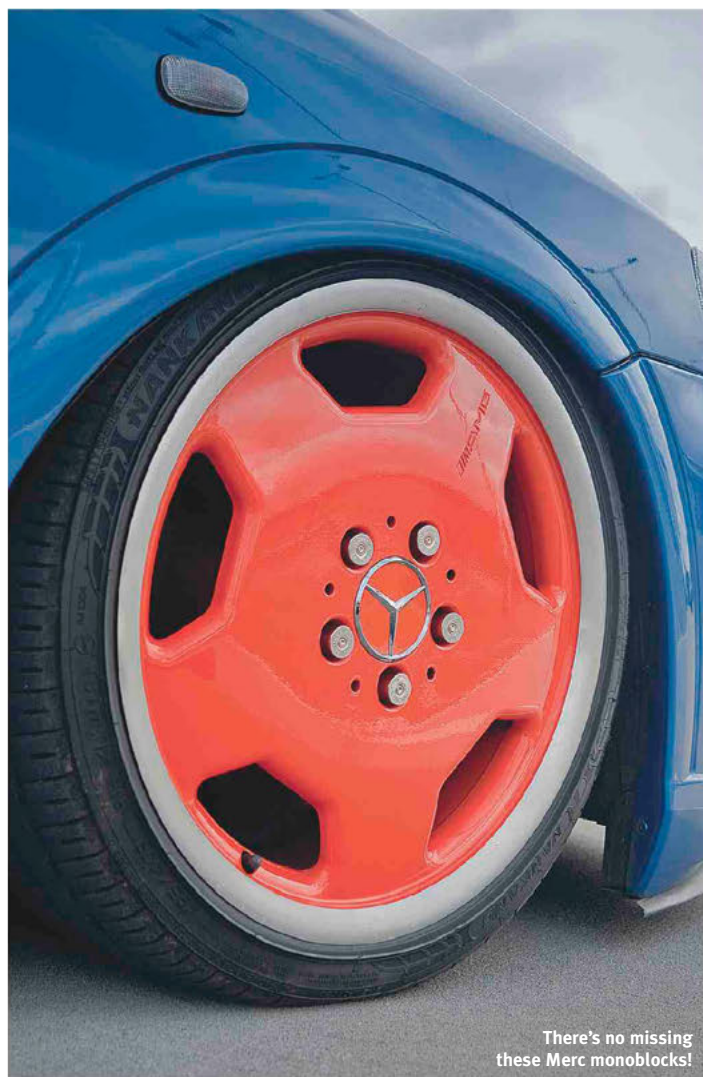
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NEWSFEED

What's on at the 2015 Performance Vauxhall Show

PVS THE PERFORMANCE VAUXHALL SHOW PREVIEW!

The Performance Vauxhall Show will return to Santa Pod Raceway on Sunday 7th 2015 for another day of 100% Vauxhall action. With an attendance of over 10,000 Vauxhall enthusiasts, the event is one of the UK's biggest Vauxhall shows and is always at the forefront of any fan's calendar. As always, the legendary Santa Pod drag strip will be at the heart of show, with non-stop head-to-head battles competing to cover the 1/4 mile in the shortest possible time. Plus spectacular shoot out competitions and demo runs from some of the top drag cars in the country and not forgetting the famous Santa Pod Jet Car.

If the drag strip isn't enough to satisfy the appetite, there is also a full timetable of live entertainment taking place off the strip including unbelievable stunts which will have you on the edge of your seat and a huge display of club cars representing the UK's Vauxhall scene.

**SUNDAY
7th June
2015
SANTA POD**



Get your polishing cloths at the ready!

SHOW & SHINE

■ Show and Shine is returning to PVS for 2015! If you've got an amazing Vauxhall, then you could be in with a chance of winning some great prizes and a trophy as well as displaying your car in the Show & Shine paddock area. All types of cars are welcome, whether it's an impeccably-detailed rebuild, quarter-mile demon or highly-tuned track weapon – any age, model and style can enter. The closing date is 1st May, so to enter get over to www.performancevauxhallshow.co.uk/show-and-shine-competition



For full details on the show go to www.pvshow.co.uk

www.performancevauxhall.co.uk



The drag strip will be flat out all day long

RWYB

■ The legendary Santa Pod 1/4 mile strip is an integral part of the show. Take the opportunity to test your car's performance on the drag strip in the Vauxhall-only Run What Ya Brung! After each run you'll receive a personal print-out showing your reaction times to the start lights, 60ft, 1/4 mile, 1/8 mile times and terminal speed. If you want to

have a go, RWYB costs just £20 for four runs. Available to purchase on the day only at the sign-on office. Passenger tickets can also be purchased on the day for £10. Both drivers and passengers will be required to show their full UK (or other EU state) driving licence (both parts unless you have an old paper licence). Tickets are valid all day.



Are you brave enough to give the strip a go?

RETAIL VILLAGE

■ Need a part for your Vauxhall? Chances are you will find it within the PV Show Retail Village! Sandwiched between the Drag Strip and 1000s of club cars, the Retail Village will be packed with everything and anything you

could need for your car, including Vauxhall car parts, accessories, clothing and much more. If you want to book exhibition space click on www.performancevauxhallshow.co.uk/retail-village

CAMPING

■ Why not make a full weekend out of the PV Show and camp over? Camping is available on Saturday 6th June, and there will be dedicated family camping areas, public camping areas and club camping areas for you to choose from.

Campers can arrive from 09:00 on the Saturday to set up camp. The last entry for camping is at 22:00.

There will be dedicated Vauxhall-only RWYB from 17:30 until 20:00

at £10 for unlimited runs for all you ticket holders and the Santa Pod funfair will be open all afternoon and evening for the kids (and big kids!). The Fuelers bar will be open from 20:00 until late and DJ's will be playing until midnight.

Camping tickets cost just £7 in advance, or £10 on the gate. To book go to www.performancevauxhallshow.co.uk/camping

CLUB DISPLAYS

■ Make sure you save plenty of time to wander round the massive and diverse range of Vauxhall car clubs on display. Last year we saw over 1,600 cars pack into every available inch of Santa Pod Raceway. Expect to find everything from powerful VXRs to Vivas, with everything in between. There is something for every Vauxhall fan! Get over to www.performancevauxhallshow.co.uk/club-displays for more details, or



to book your club stand – please be aware that there are limited places, and we operate on a first come first served basis – so if you leave it too late, you will miss out.

IMPORTANT INFO

Show Opening Sunday 7th June - 8am-5pm

Saturday RWYB 6th June - 9am-6pm (access for campsite ticket holders only)

Public entry tickets Advance £17 per person, £22 on the day

RWYB Saturday £10 for unlimited runs, Sunday £20 for four runs. Available on the day only

CONTACTS

Web www.pvshow.co.uk

Email performancevauxhallshow@kelsey.co.uk

Phone 01959 541444

GEAR

More great products and deals that we've tracked down for you.



MAGICAR ALARM SYSTEM

This new complete alarm system from Magicar is a very clever piece of kit, perfect for those wanting to protect their performance Vauxhalls. Packed full of the latest tech, their 'all in one security system' goes above and beyond a conventional alarm. Capable of working with both new CAN-BUS or analogue systems it can be fitted with tilt, proximity, and shock sensors, and you can also add a key 'token' to prevent the car being stolen if your keys are cloned. There is a full back-up system, so the alarm will remain active for around 10 days even after the battery is removed. You can text the system and it will return all sorts of info including a GPS position, speed, and even the temperature of the car! But better than that, if your car ever was stolen you can send a signal to the alarm so that it can't be re-started, instead the alarm will just ping back its exact location so you (and the police) can go and recover it! For further details speak to Magicar.

PRICE £399 INC FITTING

CONTACT WWW.MAGICARAUTOSECURITY.COM

GAZ CALIBRA COILOVERS

Suspension specialists GAZ have now added the Calibra to their monotube suspension application list. GAZ gas-charged monotube coilovers are far lighter than other types of coilover and also make more use of lightweight billet aluminium parts thus reducing unsprung weight, making them ideal for serious trackday or competition use. They also react quicker and can be used in an inverted position. Like all GAZ coilovers the monotubes carry a two-year warranty for non race use and bespoke valving and the customer's preferred spring rates are available. You do have to be very dedicated to your Calibra as these come at a serious price!

PRICE £1440

CONTACT WWW.GAZSHOCKS.COM



AEZ STRAIGHT DARK

Sometimes the simplest wheels are the best – And we like this offering from AEZ. The matt black concave spokes will suit many cars, and if you're not a fan of the finish other more traditional options are available. Size wise 8x18in up to a whopping 9.5x20in are available, and as you'd expect, you're limited to 5-stud fitments. Worth a look if you're in the market for a new set of rims, and are a little bored of the usual options.

PRICE POA

CONTACT WWW.WHEELBASEALLOYS.COM



SPOT TRACE TRACKING DEVICE

You've been able to get anti-theft devices which track your car's location for quite some time, but until recently there hasn't been much in the way of choice, and the costs have been prohibitive for many. But now there are several more reasonably priced options of devices which allow satellite tracking of your vehicle. This, the Spot Trace from Globalstar, is just such a device, and comes in a very small (5x7x2cm) package, which can be mounted in your car, and has a battery life of up to 18 months (in ideal conditions). Once fitted you instantly receive emails when the vibration sensor detects movement and you can track the GPS co-ordinates in near real time on Google Maps. So even if your car gets nicked, you'll know where it is. It's not the cheapest of its kind on the market, but it's definitely worth considering if you're in the market for such a device

PRICE DEVICE £91, SERVICE PLANS FROM £87 PER YEAR.

CONTACT WWW.FINDMESPOT.EU



SPEEDLINE SL1 IMPERATORE

It's not often Italian wheel manufacturer Speedline releases a new wheel – But this is the all new Imperatore. It's designed to fit a wide variety of 5-stud applications and comes in sizes from 8x18in to 9.5x19in. Speedline proudly boasts that the wheel utilises their new 'flowforming' technique which results in increased strength, but not at the expense of weight. So it's light, strong, and looks pretty good. What's not to like!

PRICE FROM £310

CONTACT WWW.SPEEDLINECORSE.CO.UK

CORSA D VXR SPRINGS

The Eibach Sportline kit for the Corsa VXR offers a drop of 15mm front and 10mm rear. Impressively the kit is made from the same grade hi-tensile steel they use to produce all their F1 springs. Each spring is pre-stressed to avoid any future sagging before being shot peened and powder coated to protect against the elements. Eibach are also offering further adjustment with front camber bolts to provide a further +/- 1.75 degrees of adjustment. The bolts have been tested to withstand the worst of the UK's weather to prevent them from rusting to the hub.

PRICE SPRINGS £165, CAMBER BOLTS £19

CONTACT WWW.EIBACH.COM



NOVA 8V TURBO

FAST FACTS

- ★ C20NE with forged bottom end
- ★ T3/4 turbo on Nissan 200SX exhaust manifold
- ★ Raggy Conversions custom inlet manifold
- ★ Winnebago cream paintwork
- ★ F20 gearbox with Quaife LSD



after eight

We love a good old eight valve engine here at *Performance Vauxhall*, but we love them even more when they've had a whacking great turbo slung over the side! **WORDS** Jarkle **PHOTOS** Ade Brannan



NOVA 8V TURBO

Turbocharging the 8V is a quirky choice, but also a brilliant one!



OWNER

MART DAINTY

AGE 27

OCCUPATION Roofer

FIRST VAUXHALL A Nova that I bought for £80

WORST PART OF THE BUILD Having to strip it all back and start again after the paint reacted

We've said it before and doubtless we'll say it again, but there's something undeniably cool about a Vauxhall eight valve turbo conversion. It's hard to pinpoint what exactly makes the idea so special, but it's probably something to do with the fact that Vauxhall never felt the need to make a forced induction variant of their eight valve petrol engines, meaning that

any turbo conversion that does exist has been carried out by an aftermarket tuner or, more likely nowadays, by a committed, dyed in the wool Vauxhall nut. I've championed the virtues of the grassroots, DIY nature of the Vauxhall world before, but I honestly think it's best expressed in this kind of tuning; there's little off-the-shelf to help, so if you're stubborn and bloody minded enough to want a boosted eight valve then you really do have to do everything yourself, and what's not to love about that?

It's only fitting that one of the models most closely associated with this kind of turbo work is the Nova, a car that's been at the forefront of modified Vauxhall-dom since it was launched. This subtle, understated little car packs a hefty 311bhp punch and all thanks to the efforts of its owner, Mart Dainty, plus long time griffin hero, Craig 'Raggy' Evans. (If you don't remember his 4x4 Nova from from our feature a few years ago then you need to have a serious word with yourself)

"I've built a few 8v Novas over the years, plus a turbocharged version a

“This subtle, understated little car packs a hefty 311bhp punch”



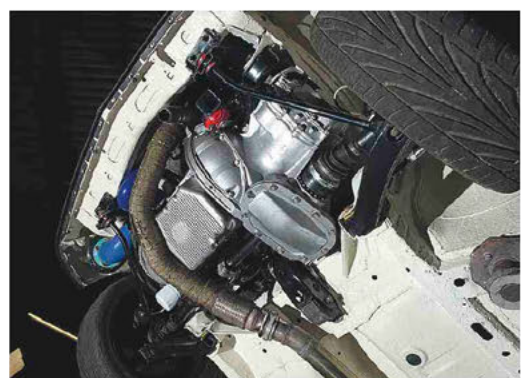
few years ago,” Mart explains. “That didn’t work out so well – I pretty much slapped a turbo on a cheap manifold, bolted it up and hoped for the best. It worked for about 48 hours,” he chuckles.

IN THE BEGINNING

This car came into Mart’s ownership a few years ago and he wasted no time in swapping the standard 1.2 for a C20NE, an engine that eventually ended up with a high lift cam and a range of classic induction, fueling and exhaust modifications, though



It's damn clean underneath too



NOVA 8V TURBO



About as simple as you can get, and perfect to complete the overall look of the Nova



the plan was always to turbocharge it in the end. Mart's friendship with Craig certainly sped the process up and before long the pair were busy collecting the parts that could be bought 'off the peg' and working out how to re-purpose others. Drawing on his experience with the last car, Mart wasted no time in sourcing a set of forged Wossner low compression LET pistons, some PEC rod, ARP bolts and some under-piston oil squirters for peace of mind. That was the easy bit – finding a suitable manifold proved much tougher, and the pair toyed with various options before settling on one from a Nissan 200SX. (though even this was hacked to bits and re-welded in order to better fit the Nova)

KNOWLEDGE IS POWER

"There wasn't a great deal of info about 8v turbo conversions out there, and those that did know a bit tended to keep their cards close to their chest," Mart recalls. "Raggy's knowledge of these engines and turbos in general is fantastic though, so we made good progress."



An old school T3/4 was eventually selected for service (as much because of its popularity within the aftermarket tuning scene as anything else – it's still a very well supported unit), and the pair wasted no time in grafting it to the 200SX flange. It was soon joined by the usual forced induction clobber, including a custom intercooler (again, one of Raggy's own creations), Turbo Smart external wastegate and a

TECH SPEC

ENGINE

C20NE with forged Wossner low compression C20LET pistons, forged PEC rods, ARP rod bolts and fixings, uprated oil pump, under piston oil squirters, MLS head gasket, ported and polished head with Kent cam, valve springs, and vernier pulley, A'pexi air filter, V6 throttle body, 630cc injectors with billet rail and Sard FPR, custom Raggy Conversions inlet and exhaust system, 2.75in down-pipe, T3/4 turbo on heavily modified Nissan 200SX manifold, Forge 44mm dump valve, Turbosmart external wastegate, Raggy Conversions FMIC with 2.5in pipework, slimline fan, temperature protected custom HT leads, uprated AN10 oil breather with catch tank, Omex 600 with RS Tuning map

POWER

311bhp

TRANSMISSION

F20 five-speed with Quaife drag LSD, shortened equal length Calibra driveshafts

SUSPENSION

Front: FK coilovers with custom springs, eccentric top-mounts, rose-jointed track rod ends and bottom ball joints, polybushes
Rear: Gaz Gold coilovers, polybushes

BRAKES

Front: 288mm Green Stuff discs and pads, Astra GTE16v calipers, braided lines

Rear: Rebuilt GTE drums

WHEELS AND TYRES

5.5x15in Corsa C steels in gloss black, matt black caps, Toyo R888 tyres

INTERIOR

Fully painted in cream, Cobra Monaco Pro bucket seats with Sparco harnesses, aftermarket wheel, Nova Sport dash, Safety Devices six-point cage, AME wideband, 3BAR map sensor, boost, oil, temp and pressure gauges, alloy fuel tank, external swirl pot, 2x Bosch 044 pumps, Odyssey battery and alloy holder

EXTERIOR

1989 Nova Spin in cream, fully restored bodywork, bonnet pins, early one-piece grille, period tax disc and GM stickers

THANKS

Craig Evans for helping me build it and for lending me his unit and various tools along the way
Richard Cooper and Paul Milesey for helping me rebuild the head the day before the shoot
Jay Robert for his help and for sourcing rare Nova parts



We love the cheeky Lotus badge on the steering wheel



You can't help wondering how many egos this little beige Nova will destroy!

"It's a well spec'd turbo and a carefully built setup, so it comes on boost at 2600RPM"

completely overhauled and uprated fuel system. This time things went far more smoothly and the pair had the setup running well (with the help of Omex management of course) without too much hassle. A subsequent session on a rolling road has revealed this innocuous little Nova to be belting out a handy 311bhp – not bad for an engine that was making roughly 130bhp in NA form!

"It's a well spec'd turbo and a carefully built setup, so it comes on boost at 2600RPM and is giving all it's got at 3400RPM, so nice and useable. I've also fitted a Quaife drag diff and modified a pair of equal length driveshafts from a Calibra, so it puts the power down really well with pretty much no drama."

The engine and transmission side of things might've been issue free, but

other areas of the car have been anything but, with the paint and bodywork proving especially troublesome – and that's probably something of an understatement! In fact this car has been through countless iterations since Mart signed his name on the logbook and even spent time as a GTE rep before being re-de-spec'd, something that shows how far the Nova has



It's staggeringly well finished inside

NOVA 8V TURBO



Intercooler and bonnet pins give the game away slightly

come since the late part of the last century. Mart has a keen eye for retro styling and knew from the start that this was going to be a resolutely old school looking Nova, hence the cream paintwork from, believe it or not, a '70s Winnebago!

"A mate had been asked to paint it and knew I was considering having the Nova done in cream, so he gave me a call. I fell in love with the colour there and then, though most people weren't so sure and even Raggy cringed when I told him," laughs Mart.

The first time the paint was introduced to the '80s hatch it didn't go to plan, reacting very badly to an unseen coat of lacquer that must've been applied at some point in the past. What made this all the more frustrating was that, paint aside, the car was pretty much finished, so Mart and Raggy had no choice but to rip it apart, strip back the bubbling paint and start

afresh. Doing so revealed a fair amount of hidden rot in the rear end, and Mart reckons Raggy eventually fabricated new metal from the rear valance through to the suspension cups – not a fun job!

PAINT PERFECTION

"By this point we'd decided we may as well go the whole hog and make it perfect, so of course that meant the project took much, much longer. Raggy's Nova was a real inspiration though, so that kept my spirits up and helped the project move forward."

Mart's decision to pick a distinct, biscuit-like shade for the exterior also influenced the interior, as anything made after 1995 or so would look totally out of place. We're happy to report that he's managed to make the inside match the outside though, with a rare Nova Sport dash looking resplendent in an '80s shade of brown, lots of bare metal coated in pristine cream, a simple Safety Devices rollcage and a pair of innocuous Cobra bucket seats up front.

Old school understatement is something of a theme, one carried on by the subtle Corsa C steels with matt black caps. They're actually 15in in diameter, though because of the nature of the car they've been bolted to and



The devil is in the detail, as they say

the colour they've been painted in they actually look far smaller. Chunky Toyo tyres with beefy sidewalls complete the look, and it's fair to say that this is a powerful little car that keeps its cards very close to its chest.

"It's not really a sleeper as a beige Nova gets a fair amount of attention nowadays, but I love the fact that most people don't twig it's as powerful as it is, certainly if they see it from the rear," laughs Mart.

Not that Mart's had much chance to actually experience it yet – the car's driven just over 40 miles in three years,

a period that's seen it go through three different engines and two resprays! It's not even close to being complete either, and though the chances are its spec will remain untouched for this year's show season, Mart's already eyeing up Garrett GT30s with interest and F23 gearboxes have become a constant fixture of his eBay search list. The 8v engine is here to stay though, and we're very glad to hear it; LET swaps are all well and good, but it's fantastic to see someone doing something different just for the sake of it. 16 valves good, 8 valves better! ○



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Astra Mk4 2.0 16v GSi Turbo	£73.40	£150.98	£100.80	£214.97	£41.37	£101.16	£115.12	£115.12
Astra Mk5 2.0 Turbo VXR	£83.48	£135.72	£86.40	£382.63	£55.48	£108.32	-	-
Calibra 2.0 16v Turbo	£55.10	£121.86	£115.20	£245.83	£34.70	£87.60	£76.75	£76.75
Corsa B GSi 1.6 16v	£47.37	£147.04	£58.80	£194.40	£38.03	£88.90	£76.75	£76.75
Insignia 2.0 Turbo	£79.06	-	-	-	£59.14	£158.60	-	-
Vectra B 2.5i V6 24v	£64.28	£121.86	£100.80	£245.83	£55.77	£111.70	£76.75	£76.75

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Adam	£135.00	-	£161.99	-	-	-
Astra Mk3	£165.00	£166.00	£158.74	-	£876.00	-
Astra Mk4	£165.00	£161.00	£140.38	£514.25	£833.00	£455.00
Astra Mk5	£165.00	£171.00	£151.18	£514.25	£920.00	£482.00
Astra Mk6	£165.00	£161.00	£145.79	-	-	£500.00
Calibra	£165.00	£166.00	£175.50	-	£876.00	-
Corsa	£135.00	£148.00	£139.86	£471.73	£526.00	£455.00
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Corsa VXR	£503.48	£368.71	£655.78	£487.90
Corsa 1.4T	-	£449.10	-	-
Insignia VXR	£692.32	£764.10	£371.30	£309.34
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WINTER DRIVING

OPEL WINTER TRAINING

Our roving reporter Chris Harden samples the Opel Winter Training Experience.

Here's how he got on... **WORDS & PHOTOS** Chris Harden

The aim of the Opel Winter Training Experience is to have fun, and to sample Opel's latest and most sophisticated 4wd system to date.

As well as being entertaining there's also the reassurance that it will provide you with some invaluable skills should the weather takes a turn for the worse. Opel's new intelligent electronic all-wheel drive system adapts power delivery or braking force to each wheel in a fraction of a second and gives you fantastic control whatever the driving conditions. The system also seamlessly integrates the ESP and ABS systems, giving you 'on-demand' levels of grip. It's an amazing system, and after experiencing it for myself on Opel's purpose-built ice track at the winter experience centre in Thomatal, Austria I'm a convert!

It's a two day experience which begins with you being greeted at the Salzburg airport and then transferred to the 5 star Eggerwirt Wellness and Spa Hotel. You check in, and then you have the use of all the spa/sauna/swimming pool/gym areas as you wish. So you can either pamper yourself or use it as an excuse to bring your other half along with you!

From there, you're taken to the Opel training area for refreshments and a briefing of the plan for the weekend. Then it's time to have some fun and to get out in the Insignia OPCs (OPC is the Opel equivalent of VXR) with the instructors taking us for a few night time hot laps. These guys have some serious talent, and I never knew you could go that fast on ice!

The instructor team is headed up

by Sascha Bert, an Ex F3000 champion, and currently a competitor in various VLN & GT 24hr Nurburging races. The other members of the instructor team are: Tom Schwister, Günter Bernard and Horst Rotter. Between them, they have years of experience in all forms of racing and rallying, and are more than happy to share their knowledge and help you get the most out of your time in the cars.

On the following day we spent the entire time behind the wheel and sampled various disciplines including drift training, a handling course, a 4x4 off road course, and a balance test – all utilising different models from the Opel 4x4 stable; the new Mokka, Antara, and the new Insignia, including the Bi-turbo and OPC sport wagon models.

In the afternoon, a challenge was set for the guest drivers to achieve the most consistent times around two laps of the drift circuit. The top three drivers received a trophy and, as a bonus, a hot passenger ride in the works prepared Opel Adam rally car.

It was a very close run contest, with only fractions of a second splitting the top five lap times. Everyone thoroughly enjoyed it, and the whole experience was very smooth and efficiently run.

There are options for the non-Opel fan other halves to relax and enjoy the facilities at the Eggerwirt Wellness Hotel while you are out playing in cars. However I think once your partner sees what a fun experience this is, you'll be booking two places.

Places are limited for such a fantastic event, but it is one of those events that you really do need to tick off your car related bucket list!



There was a wide selection of Opel 4x4s to sample



How much fun
does this look!



Plenty of 'behind the wheel'
time made for a great course



WINTER DRIVING

Rally spec Adam was awesome in the snow



CONTACT

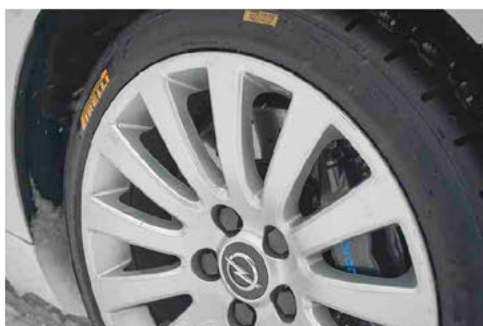
For further information, and to see what dates are available for the 2016 winter season:-
www.opel.com/experience/driver-training/winter-training.html

THANKS

MariaChristina Lami @Opel.de
www.Opel.de
www.sascha-bert.de



It's not every day you get to go on a car see-saw!



Both on and off road 'experiences' were part of the package



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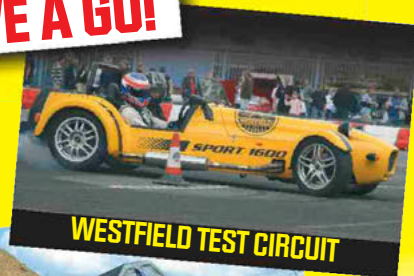


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CORSA B LET



FAST FACTS

- ★ Immaculate bodywork
- ★ Rebuilt C20LET with 326bhp
- ★ AP Racing coilovers
- ★ Hybrid turbo
- ★ Painted engine bay

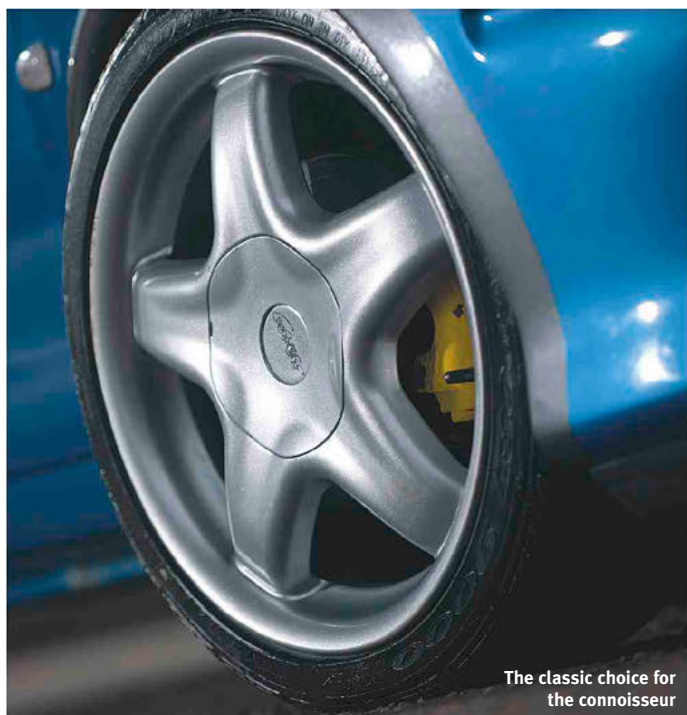


LET IT B

Some might turn their noses up at cars like the Corsa B, but dismiss this particular car at your peril – it packs a massive punch in a small package!

WORDS Jarkle PHOTOS Ade Brannan

CORSA B LET



The classic choice for the connoisseur

Most of you will no doubt have experienced a certain amount of casual ribbing from other sections of the modified car community for no other reason than the fact your vehicle happens to have a Griffin badge on it. Outright Vauxhall hating is a strange phenomenon and one that only seems to have gathered pace and followers since the invention of social media, with the likes of Facebook and Twitter making it that bit easier for these people to air their shoddy opinions. In most cases this straight up dislike of Luton's finest is unfounded, normally spouted by an 18 year old with a ratty 6N Polo covered in 'Dubway' stickers who's never set foot in a Vauxhall

much less driven one.

We've got a theory why so many closed minded people hate older Vauxhalls on principle though, and that's jealousy. Take this C20LET Corsa for example; in standard guise the Corsa B is hardly the most inspiring of cars, but follow the age old route to making one quicker by fitting a 2.0 turbo and some choice chassis modifications, and you've suddenly created a very different beast indeed. Corsa B turbos are nothing new of course, but their continued popularity (bearing in mind the earliest Corsas are now 21 years old) proves that the formula still works, and for relatively little financial outlay you really can build yourself the ultimate underdog, a punchy little hatchback that can easily scalp much more modern and, dare we say it, sophisticated



OWNER
JORDAN HASTINGS

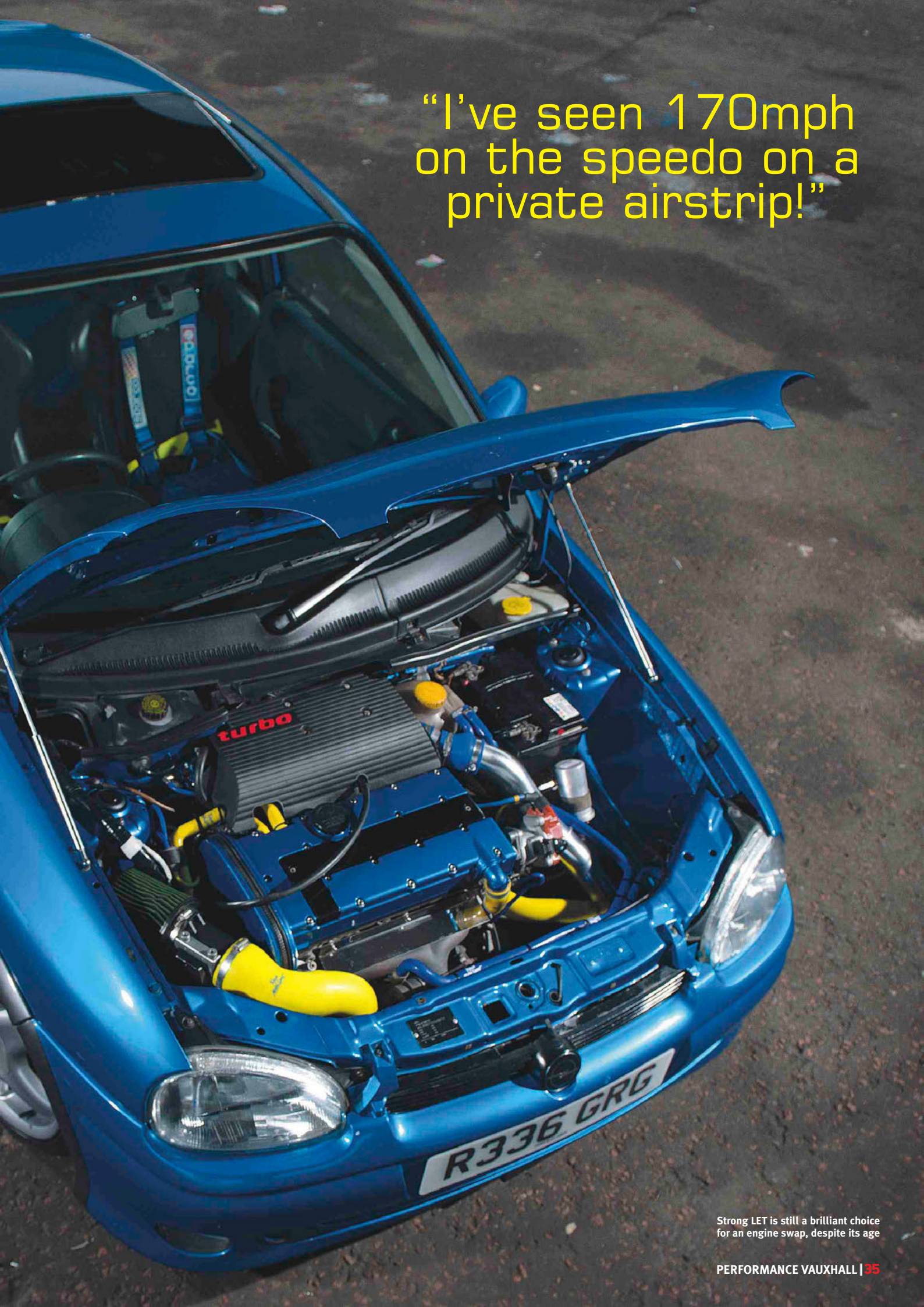
AGE 20

OCCUPATION Mechanic
FIRST VAUXHALL A Mk1 Astra four-door

WORST PART OF THE BUILD Trying to get the suspension to sit right, so nothing too major!

BEST PART OF THE BUILD Just surprising people – it's faster than it looks

PLANS FOR THE FUTURE Forge the bottom end, fit a larger GT28 turbo and push for 400bhp



“I’ve seen 170mph
on the speedo on a
private airstrip!”

Strong LET is still a brilliant choice
for an engine swap, despite its age

CORSA B LET



GTE16V wheel and a cheeky boost gauge

With over 300bhp Jordan admits
it's something of a handful!

"It feels almost
alarmingly fast with
that much power,
especially as there's
no weight in a Corsa"



Cars. This example is owned by Jordan Hastings, and the fact he's only 20 just serves to underline how compelling the mix of '90s hatchback and '90s turbocharged engine truly is;

"I was working as an apprentice at AG Motorsport when I first saw the car, though that was back in 2012 and I couldn't afford or insure it, especially as the owner wanted something like £5000," Jordan recalls.

That might well have been the end of Jordan's association with this particular LET Corsa, had he not found it for sale in the middle of last year. Bodywork-wise it was still in fantastic condition, but the engine had begun to suffer and it wouldn't run smoothly for love nor money, an annoying issue that had driven its owner to the verge of distraction.

"It had VXR 440cc injectors fitted

and an old 3BAR FPR, but at about 10PSI it'd start to misfire badly, particularly in high gears. The fact that this issue had been going on for a while meant I managed to get the car for a really good price, certainly nowhere approaching 5K," chuckles Jordan.

FAULT FINDING

Now Jordan's a mechanic by trade so the prospect of identifying and rectifying the issue didn't especially phase him, he just took his time and began to single out where the fault could lie. It didn't take long for him to suss that fuel system wasn't really up to the job of keeping the big-power LET properly fed with fuel, and a switch to Saab 'red' injectors and adjustable fuel regulator proved instrumental in curing the Corsa of its ills, and it's now

capable of running 1.5BAR of boost all day long. A trip to AG Motorsport's rollers for some mapping and fine tuning uncovered a boost leak from the inlet, a fault that restricted the car to 'just' 263bhp on its first run, though that's subsequently shot right up to 326bhp with a new, well sealed manifold.

"It feels almost alarmingly fast with that much power, especially as there's no real weight in a Corsa B – it's all engine! It doesn't need much encouragement to spin in the wet, though I've seen 170mph on the speedo on a private airstrip," Jordan explains with a grin.

With the running issues resolved, Jordan's been more than happy to simply sit back and enjoy the perks of Corsa turbo ownership. Whoever built the LET in the first place

TECH SPEC

ENGINE

Rebuilt C20LET with knife-edged crankshaft, ARP rod bolts, XE inlet cam, vernier pulleys, K26 hybrid turbo and wastegate, FMIC, 3in stainless steel exhaust system, VXR AFM, Walbro 225 fuel pump, Saab adjustable FPR and red injectors, EDS 3.5 chips, Roose Motorsport coolant and intake pipes, welded, strengthened, and painted engine bay, Magnacor plug leads

POWER

326bhp (claimed)

TRANSMISSION

Painted F28 six-speed gearbox with Quaife internals, Stage 3 Kevlar CG Motorsport clutch, Corsa Sport hubs and uprated driveshafts

SUSPENSION

Front: AP Racing coilovers, polybushes, strut-brace
Rear: Matched Spax springs and dampers, polybushes

BRAKES

Front: Rebuilt Corsa Sport discs and calipers, Green Stuff pads, braided lines
Rear: Mk3 GSi rear discs, Green Stuff pads, braided lines

WHEELS AND TYRES

6.5x16in Speedline Alessio,
195/40x16 Toyo Proxes

INTERIOR

Cobra bucket seats with Sparco harnesses, half-cage, Astra GTE16v steering wheel, boost gauge, new boot and spare wheel well carpet

EXTERIOR

Corsa B in Arden Blue with immaculate bodywork, full GSi bodykit, Opel badging,

THANKS

AG Motorsport for setting it up, Scott McMinn Motorsport for helping with the fuel regulator setup

CORSA B LET

Is this the most
'textbook' Corsa B ever?



Obviously did a good job as it's been largely reliable ever since, and a quick look at its rough spec reveals there's plenty of scope for more power should the fancy take him. Though the bottom end is largely stock (aside from some ARP rod bolts and a knife-edged crank), the head does benefit from an XE inlet cam and vernier pulleys, with forced induction duties now ably handled by a K26 hybrid turbo and associated cooling hardware. A 3in stainless exhaust is about as unsubtle as it's possible to

get (c'mon, it's a Corsa B with a LET in it, anything else would've looked out of place!), while trusty EDS 3.5 chips keep tabs on how everything's performing. It's not exactly a groundbreaking arrangement, but it's certainly one that's proven to offer fantastic power for not a great deal of financial outlay.

That LET is bolted to a trusty F28, albeit one that's been fitted with Quaife internals, and the setup has so far proved up to the task of channeling all that shove to the front wheels. Of course the way this Corsa delivers

its power could never be termed subtle or progressive, but then that's not really in keeping with the car as a whole. No, Jordan's car makes do with massive dollops of power that keep the little hatchback powering along at a frankly ridiculous pace.

Part of the appeal of '90s Vauxhalls like the Corsa is the ease with which they can be turned into road-legal go karts, and Jordan wasted no time in giving the chassis a complete overhaul, with the tired rear coilovers swiftly making way for a matched set of

uprated Spax springs and dampers. The front sports AP Racing coilovers and near enough every mount has been polybushed, so it goes without saying that this isn't exactly a softly sprung car now!

BRAKE DANCE

Stopping a Corsa of this calibre is fairly important, though Jordan admits it's an aspect of the car that's high up his list of plans for future improvement. Currently it runs a mix of Astra GSi Mk3 rear discs and Corsa Sport fronts, plus braided lines and Green Stuff pads. Adequate, but not exactly ideal for something with this much power!

The Corsa began life as a base spec 3-pot and came with a suitably spartan interior, though that hasn't prevented Jordan from lifting it with a number of choice OE and aftermarket items. You'll spot an iconic GTE 16v steering wheel, Cobra Monza bucket seats with Sparco harnesses, a half-cage dominating the rear, and a boost gauge mounted in a heater vent. Much like the engine this is a timeless setup that's graced many Vauxhalls over the years, but it's proven to work and work well.

Jordan's only had the car up and running for a relatively short space of time, though that doesn't mean he's not been using it whenever he gets the merest sniff of an opportunity, and he can regularly be found enjoying the ample performance! It just goes to prove once more how potent a combination the Corsa B and the C20LET can be; they might be positively stone-age compared to more modern offerings, but you write them off at your peril. ○



Rear is simple
and stripped



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DYNO

On the rolling road this month...

HIGHLIGHTS

HIGHEST
301 BHP

LOWEST
198 BHP



VECTRA C OWNERS

PHOTOS Harry Blinkhorn

It's the turn of the family favourite to take to the rollers and show us what they've got!

March 2015 saw a gathering of likeminded enthusiasts from a group going by the name of Vectra C Owners. A busy and growing group, headed up by Michelle and husband Marc Wildey – They decided to get everyone together for a day on the rollers. Map-Tech in Brigg was the venue of choice, and Map-Tech teamed up with their sister company Promap Tuning to offer remaps on the day for those that wanted a bit of ECU action.

The weather was brilliant until early afternoon but that didn't stop people from enjoying their day, and although the majority of the cars were lightly modified, there were several cars with very similar specs, so it was good to see how they fared against each other.

Lots of people came away with a list of ideas of what the next modification will be on their cars.



The guys at Vectra C Owners are passionate about their cars and have had great support from all the members on the Facebook group, from attending their first show as a club at TRAX last year it's grown to a decent sized club. Make sure you keep an eye

out for them at PVS this year.

The organisers would like to thank the admin – Hayleigh, Claire, Danny and Gazz, and a massive thanks to James and Mark from Promap tuning and Gareth from Map-Tech for letting them hold it there.



CONTACT

Search for 'Vectra C Owners' on Facebook

MapTech: 01652 408 070
www.map-tech.co.uk

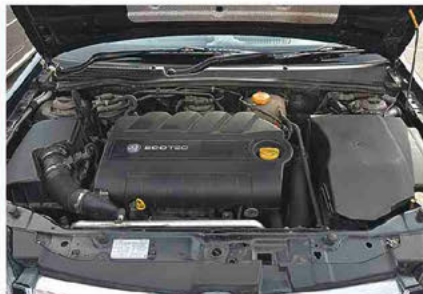


TOP COMMENT

"Over the moon with the result!"



12th JOHNATHAN DAVIS | 198BHP | VECTRA 1.9CDTi



ENGINE Stage 1 remap
CLAIMED 185bhp
ACTUAL 197.7bhp & 301.9lb/ft
OPERATOR Good power for an auto
REACTION Very happy, more than I expected



11th MATTY MCVICAR | 198BHP | VECTRA 1.9CDTi



ENGINE Stage 1 remap, Pipercross filter
CLAIMED 185bhp
ACTUAL 197.8bhp & 349.7lb/ft
OPERATOR Below the other 1.9s, possibly benefit from upgraded intercooler
REACTION Very impressed with results



10th KRISTA-MARIE CROSSLAND | 198BHP | VECTRA 1.9CDTi



ENGINE Stage 1 remap, Pipercross filter
CLAIMED 200bhp
ACTUAL 198bhp & 300lb/ft
OPERATOR Impressive power with inlet manifold fixed
REACTION Very happy now all problems are fixed



9th MICHAEL HINSON | 201BHP | VECTRA 1.9CDTi



ENGINE Stage 1 remap,
CLAIMED 190bhp
ACTUAL 200.7bhp & 295.7lb/ft
OPERATOR Very smooth power run
REACTION Happy enough with the outcome



8th DANNY ROBINSON | 202BHP | VECTRA 1.9CDTi



ENGINE Stage 1 remap, front mount intercooler
CLAIMED 200+bhp
ACTUAL 201.7bhp & 352.5lb/ft
OPERATOR Nice smooth power curve
REACTION Pleased with the result, can't wait for the next stage



7th GAZZ HALL | 202BHP | VECTRA 1.9CDTi



ENGINE Stage 1 remap, Pipercross, EGR delete
CLAIMED 200bhp
ACTUAL 202.4bhp & 353.5lb/ft
OPERATOR Very smooth run
REACTION Impressed with the results



6th ELLIE RAWICKI | 204BHP | VECTRA 1.9CDTi



ENGINE Stage 1 remap, K&N air filter
CLAIMED 190bhp
ACTUAL 204bhp & 346lb/ft
OPERATOR Better than previous map, made the most of this low mileage example
REACTION Very pleased with results



5th MARC WILDEY | 205BHP | INSIGNIA CDTi SRI



ENGINE Stage 1 remap, K&N filter
CLAIMED 195bhp
ACTUAL 205.5bhp & 338.3lb/ft
OPERATOR Very smooth delivery through the range
REACTION Impressed with the figures for a Stage 1 map



4th SIMON MYERS | 208BHP | VECTRA 1.9CDTi



ENGINE Stage 1 remap, Pipercross filter
CLAIMED 190bhp
ACTUAL 208.2bhp & 322.7lb/ft
OPERATOR Impressive power from the highest 1.9 cdti of the day
REACTION Over the moon with the result!



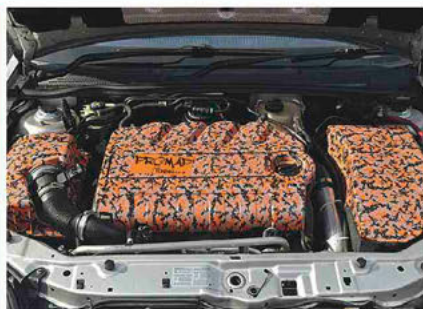
3rd MICHELLE WILDEY | 213BHP | VECTRA 3.0CDTi



ENGINE Stage 1 remap, Pipercross filter
CLAIMED 200bhp
ACTUAL 213.2bhp & 346lb/ft
OPERATOR Smooth graph, could achieve more with DPF removal
REACTION Very happy with results. more than I was expecting



2nd MARK OWEN | 231BHP | VECTRA 1.9CDTi



ENGINE Hybrid Garrett FMIC, 2.5in exhaust
CLAIMED 230bhp
ACTUAL 231bhp & 403lb/ft
OPERATOR Plenty of torque, nice curve, needs new driveshafts
REACTION Needs more work! happy with the power for now



1st GLYNN FORD | 301BHP | VECTRA 2.0 TURBO



ENGINE TDo4, Forge intercooler, 630cc injectors, K&N, Jetex 100 cell cat, 3in exhaust
CLAIMED 270bhp
ACTUAL 300.6bhp & 326.9lb/ft
OPERATOR Very smooth power delivery
REACTION Extremely happy with results



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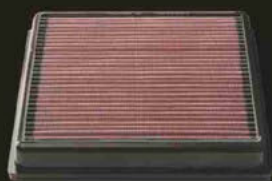
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MANTA B

MANTA MAN

After stumbling upon a bargain low mileage Manta, Enrico Gropp did what any self respecting Opel fan would do – He made it even more awesome!

WORDS & PHOTOS Christopher Otto





FAST FACTS

- * Bored 2.3 8V CIH
- * Twin 48mm Weber carbs on Dbilas manifold
- * 8x15in Manta 400 Alloys
- * Manta 400 interior
- * Koni dampers and Manzel springs

MANTA B

It's safe to say that Enrico 'Grover' Gropp is dedicated Opel fanatic. He's literally lost count of how many Rüsselsheim-built creations he's either owned, or still owns. But in his barn, amongst his many other cars lives one Opel he'll never part with – this Jade Green Manta B. In 2001, the now 35-year-old stumbled quite by accident on a Manta 1.9S, up for sale for the equivalent of around £500. Incredibly it was still with its original owner, and had just 46,000 km on the clock! Enrico couldn't resist, and it became even more of a bargain when he cheekily pushed the price down to £350!!

The tidy low mileage Manta remained in Enrico's possession for the next few years, taking up space among the rest of his collection. But as with all things old and Opel, rust soon began to take hold, and while occasional repairs kept it at bay, he knew that ultimately the shell needed to be sorted out once and for all. So, along with help of his friends from Die letzten Luden (a large and well known German club for old Opels. 'Lude' translates as, 'pimp' in English), he decided to tackle a proper restoration job. Over the next few months Enrico dismantled the car and identified what panels were shot and which were worth saving. The 'to do list' stretched to both sills, one jacking point, the spare wheel well, front valance, both wings, the bonnet, one door, lots of local repairs, and a complete respray. The transmission tunnel also needed to be altered to accommodate a planned 5-speed ZF gearbox swap. He bravely tackled all the bodywork himself before prepping the car and sending it off to the bodyshop for a coating of the original Jade Green metallic paint.

TRANSFORMATION

The shell that came back from the bodyshop was an incredible transformation, and a fitting home for the engine Enrico was assembling with his old friend Michael Gestriow from Gestriow Prototyping and Automotive Engineering. Michael has many race spec, rare, and unusual components in his possession so the pair came up with the ideal spec for the powerplant.

No computers or fancy gizmos, just a bored out CIH with carbs and old school tuning





TECH SPEC

ENGINE

2.0 CIH bored to 2.3 litre, 8V four cylinder, forged 'slipper' pistons, polished and CNC machined 144mm steel con-rods from 16V VW, 2.4 crankshaft, GT baffled alloy sump, starter motor from 3.0 24V, 46mm inlet, and 43mm exhaust valves, 328° Schrick camshaft, CNC-milled and machined head, with enlarged waterways, modified Dbilas inlet manifold, 48mm Weber carburetor, Supersprint exhaust manifold, Group A stainless steel exhaust system, flushed and smoothed engine bay,

POWER

211 hp

TRANSMISSION

5-speed ZF Gearbox, ZF LSD

SUSPENSION & STEERING

Koni dampers, with -60mm Mantzel springs, poly bushes all round, modified Commodore GS/E hubs with 5x120mm PCD, adjustable rose jointed Panhard rod, Manta 400 rear axle

BRAKES:

BMW E28 front discs and calipers, original Manta 400 rear discs/calipers

WHEELS & TYRES

Powder coated 8x15in ET23 Ronal Manta 400 alloys, with 195/45x15 Toyo Proxes T1 (front) Toyo 888s (rear)

INTERIOR

Manta 400 Recaro seats and rear bench, Manta GTE dash cluster, Nardi wheel, Schroth Black Edition harnesses

EXTERIOR

1977 Manta B, fully restored and repainted in Jade Metallic,

THANKS

My wife Claudia, Michael Gestribow of Gestribow Prototyping and Automotive Engineering, Sven, Fluffy, Die letzten Luden



Beefy Weber carbs provide the juice

The base unit was a 2.0litre CIH but it's far from standard. The block was overbored to 96mm and a 2.4 crankshaft is connected to steel VW con rods and forged pistons, giving a capacity closer to 2.3 litres. A heavily worked cylinder head now features big valves and a 328° Schrick cam. Michael's stock of race parts also came in handy when the pair were deciding on the fueling set up – An old school car deserved an old school carb or two, so on top of the modified Dbilas manifold now sit a pair of monster 48mm Webers! A Group A exhaust system (again from Michael's stash) finishes off the set up and “considering it's a cast iron lump

MANTA B

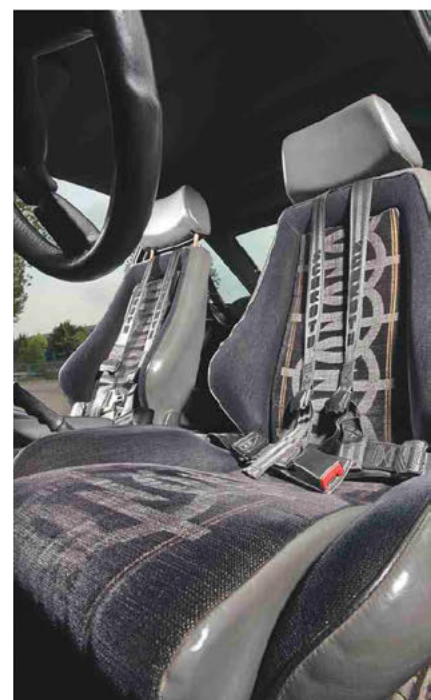
on carbs the resulting 211bhp is pretty impressive” grins Enrico. And incredibly, given the car’s rarity and condition, Enrico loves nothing more than giving the car a thorough workout taking part in sprints and drag races whenever the opportunity arises.

The chassis has also seen a fair bit of tweaking. Enrico planned all along to convert the hubs to a 5x120 PCD, to allow the fitment of Manta 400 alloys – but it wasn’t that straightforward. The front hubs had to be replaced by modified Commodore GS/E items, and the rear axle is actually an original 400 part powder coated, and poly bushed. An adjustable rose jointed Panhard rod completes the conversion. Adjustable

Koni dampers and -60mm Mantzel springs give excellent road holding, and allow the wheels to sit rather nicely in the restored arches.

The wheels in question were decided on long ago, and Enrico spent a long time tracking down the genuine Ronal 400 rims. The iconic 8x15in alloys were repainted white, and, to sit right he needed an ET23 offset up front, and an ET3 at the rear. Tyre wise Enrico’s a Toyo man, and has unusually opted for 195/45 Proxes at the front and 205/50 888s at the back. Still, at least he’s prepared for the drag strip!

The interior is very 70s, and all the better for it. The original brown velour seats were binned in favour of some



400 seats and a selection of period modifications

When did you last see one this mint?



“Considering it’s a cast iron lump on carbs the resulting 211bhp is pretty impressive”



distinctive 400 Recaros, with matching rear bench. A period Nardi wheel and Manta GTE dials also look the part. In keeping with the car's subtle road/race theme a set of Schroth harnesses are fitted along with a few tell tale dials in the centre console.

As an Opel fanatic through and through, Enrico really knows how to transform a once ordinary Manta with a mixture of stylish, and contemporary components to create what must be one of the most desirable Manta Bs around. But for now, the B lives in the Enrico's barn of dreams and understandably isn't likely to be leaving his hands for the foreseeable future. ○





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PERFORMANCE

VAUXHALL

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CAVALIER TURBO





FAST FACTS

- ★ Fully forged CzoLET with hybrid turbo
- ★ Lightened Courtenay Sport flywheel
- ★ 8x18in Compomotive M08 alloys
- ★ Pristine bodywork and Diamond Black paintwork
- ★ Flocked headlining

WORDS Jarkle PHOTOS Ade Brannan

RETURN OF THE KING

There's a reason the Cavalier Turbo is still the undisputed king of '90s Vauxhalls, and Steven Comrie's stunning example only underlines that fact!



“I’ve always had Vauxhalls and had fancied a Cavalier Turbo for years”

If you wanted to be undisputed king of the modified car scene in the late 90s, you bought a Sierra Cosworth or a Cavalier Turbo. These two cars came to represent all that was brilliant about the UK’s tuning culture during that period, when petrol was cheap, the very thought of insurance wasn’t enough to give you a nosebleed and before the invention of the internet and all the bickering and one-upmanship that came with it. The fact that the scene has moved on and a whole host of more modern cars have come with it doesn’t matter one bit, to many (us included) the Cavalier Turbo is still the undisputed king, and it really isn’t hard to see why. The Cav Turbo has it all; fantastic looks that’ve only improved with age, a tunable 2.0 engine, and, transfer-box gremlins

aside, sure-footed four wheel drive handling – it’s no wonder they’re more sought after than ever!

All those reasons (and many, many more) have contributed to the car’s cult following in this country, and it’s no exaggeration to say that Cav Turbo owners are some of the most knowledgeable and dedicated in the entire Vauxhall world. Steven Comrie has been associated with these cars for a long time now and long time readers will no doubt recognise this very car from when it was featured in the mag almost seven years ago. It’s long been one of the best remaining Cavalier Turbos, blending subtle aggression with genuinely startling performance, but thanks to Stevie’s dedication it’s recently got even better.

“I’ve always had Vauxhalls and had fancied a Cavalier Turbo for years.

When Scott (the owner at the time of the first feature) eventually decided to sell up I was working away, and by the time I was home someone else in the Vauxhall Driver’s club had snapped it up,” Stevie recalls.

EVERY CLOUD...

This seemingly bad bit of news actually had an unexpected silver lining; the new owner promptly went town on the Cavalier, detailing it to a borderline obsessive degree and giving it a full service, meaning that when Stevie finally got his hands on it in 2011 it was even better than before. It was also a seriously sorted bit of performance hardware as, and long time readers will probably remember this, Scott had had the entire bottom end forged and fitted an XE inlet cam ‘up top.’ There were also Evo 5 chips, a 3in exhaust system

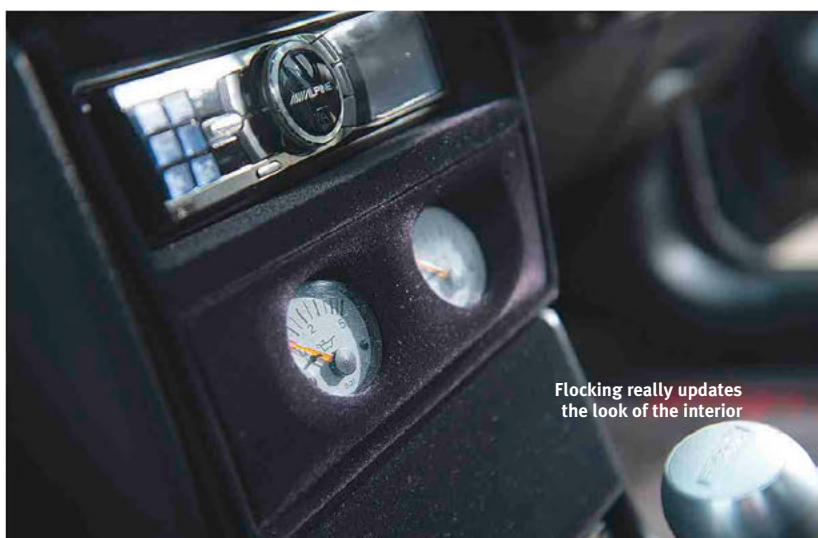




Tough looking
Comps replaced
the iconic Fanblades



Old school boot
build looks great



Flocking really updates
the look of the interior



OWNER STEVEN COMRIE

AGE 33
JOB Joiner
FIRST VAUXHALL A Nova Club
WORST PART OF THE BUILD
Probably trying to sort that Garrett
turbo swap, that was pretty
frustrating
BEST PART OF THE BUILD How it
looks, especially that bonnet and
vented front wing

and a Forge intercooler, meaning the Cavalier could summon up a very healthy 320bhp when asked to deliver. Since then Stevie's wisely opted for a policy of 'evolution over revolution,' adding choice parts like an enlarged throttle body, an EDS top hat and a lightweight Courtenay Sport clutch as and when the need has arisen, but ensuring that the Turbo's intrinsic character has been preserved.

"At one point I had everything I needed for a GT28 turbo conversion, even going as far as handing the car over to a supposed specialist, but I went away for a few months and when I came back virtually nothing had been done. It'd just been stripped and pretty much left in a corner of the workshop to gather dust," Stevie explains with a grimace.

This setback was



CAVALIER TURBO

Roose hoses carry the red theme throughout the engine bay



Understandably frustrating and effectively caused a rethink, Stevie opting to revert back to the Cavalier's hybrid KKK setup and instead concentrating his efforts on other aspects of the chassis, bodywork and interior. The troublesome turbo saga had left the car with an uprated paddle clutch and a locked transfer box though, so it wasn't all for nothing, and both have since proved more than up to the task of dealing with a bit of spirited driving.

Now the Cavalier Turbo scene is a close knit one – it has to be, good quality spares are hard to find nowadays – so it should come as no surprise that some of this car's more recognisable features actually served time on other, well known cars. That front wing, complete with distinctive vents, actually started life on Dave Hughes' Turbo, a feature car from back in 2012. It's neatly paired with perhaps this car's two most distinctive exterior tweaks, that custom rear spoiler and the louvered bonnet. The latter is something that we think helps break up

the otherwise all consuming (and of course original) coat of Diamond Black and acts as a subtle nod to this particular Turbo's vastly increased performance potential, a bit like a nifty scar on an especially surly looking bouncer!

FIRST CLASS TRAVEL

This isn't a groundbreaking car but then it doesn't have to be. Often the most effective builds are the ones that do everything perfectly and add a healthy dose of subtlety along the way. It's also one of those cars that has had a lot more done to it than meets the eye, and those who choose to look carefully will be rewarded with all manner of details and well thought out modifications, with the beautifully realised interior being a case in point. The Cavalier Turbo was blessed with a fittingly well appointed cabin from the factory, so improving upon it without adding parts purely for the sake of it is something of a challenge, particularly now that they're firmly entrenched within the

"If I had a pound for every time I've come back to the car at shows and found people stroking the flocked engine"



Cavalier is a complete all-rounder, and we love it!





TECH SPEC

ENGINE

1998cc C20LET with fully forged bottom end, lightened and balanced crankshaft, ARP fixings, C20XE inlet cam, Kent pulleys, hybrid KKK turbo, Forge intercooler, EDS enlarged top hat, Courtenay Sport enlarged throttle body, VXR 440cc injectors, Weber FPR, Evo 5 chip set, 3in stainless steel exhaust system with twin 3.5in tail pipes, red Roose Motorsport hoses, carbon fibre top hat cover and heat shield, flocked rocker and plug cover, alloy header, washer and PAS tanks

POWER

320bhp

TRANSMISSION

F28 six-speed with six-paddle clutch and lightened alloy flywheel, B&M short-shift kit

SUSPENSION

Bilstein B8 dampers with Apex 60mm lowering springs, subframe and lower arms powdercoated red, new bushes

BRAKES

Front: Two-piece 330mm discs, Wilwood four-pot calipers with aftermarket pads, braided lines
Rear: Rebuilt OE rear setup

WHEELS AND TYRES

8x18in Compomotive MO6 alloys with 215/35x18 Yokohama Parada tyres

INTERIOR

Full Turbo leather seats, headlining, speedometer and steering column surrounds, centre console, vents all flocked, 280mm Momo steering wheel, TVR stalks, rear blind, Mk4 Astra arm rest, VXR pedal covers, custom pod with Courtenay boost and wideband gauges, Alpine iPod headunit, Kicker 16cm speakers, Kicker 6x9s, Kicker 12in sub, Blaupunkt amp, second battery mounted in boot

EXTERIOR

1994 Cavalier Turbo in Diamond Black, custom louvered bonnet and drivers side wing, Vectra B door handles, single wiper conversion, Seat Ibiza skirts, tinted headlights, custom rear spoiler with blended in E36 M3 lips, de-locked numberplate plinth and narrowed recess, 'de-gingered' rear lights,

THANKS

My girlfriend Sarah for putting up with the car, my brother Barry for all his help, Rab at National Crash Repairs, Ian my stepdad, 'Mini' for sorting the timing belt at such short notice, Stuart at Get to Flock, and Kevin at Maxiwx Detailing

CAVALIER TURBO



Which would you rather have, a Cav Turbo or a Saph Cossie?

↘ ‘appreciating classic’ bracket. This didn’t stop Stevie from diving in and having a go, though he did source most of the constituent parts beforehand so he effectively had a spare set should it all have gone wrong!

“I’ve kept the original leather seats for now, but had the headlining, pillars, speedo and steering column surrounds, centre console and a few others bits of trim flocked, just to make it look a little different,” Stevie explains. “It also meant I could get rid of the horrible cream-coloured originals!”

FLOCK IT

Love it or loathe it, flocking has become a fixture of the modified car scene over the last few years and it has even escaped the confines of the Cavalier’s interior and can now be found on the rocker and plug covers. (“If I had a pound for every time I’ve come back to the car at shows and found people stroking the flocked engine...”)

Wheels really do make or break a car’s visual appearance, and though we’re massive fans of the iconic



‘fanblade’ alloys Vauxhall originally fitted to the Turbo, it’s nice to see one wearing something slightly different, in this case 18in Compomotive MO6s. Wheel choice is a deeply personal thing of course, but we think Stevie’s made the correct call here – the Comps perfectly fill the arches, suit the rest of the car down to the ground and allow him to run 330mm discs and Wilwood four-pot calipers.

Thankfully there’re more well thought out and carefully considered alterations in the works, though none that in any way threaten the Turbo’s intrinsic character. Stevie’s eyeing up the Corsa VXR’s superb clamshell front seats with increasing interest, though these will be treated to a black leather re-trim and some red stitching before they’re fitted. The icing on the cake will be a respray – Diamond Black of course, but a new coat to complement the interior and those fantastically aggressive Compomotive alloys. It might be getting on a bit in years, but the Cavalier Turbo, especially this Cavalier Turbo, is still top of the pile when it comes to ‘90s Vauxhalls. ○

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HALL of FAME

Some top readers' cars to feast your eyes on!



DAVID HART

ASTRA GTC VXR

It's a shame that more people haven't taken to the GTC VXR because it's a stunner! And with a few mods they can look properly awesome. David Hart, the owner of this fine specimen, points out that there's more to come but he's "trying not to affect the warranty too much". Understandable given that it's such a new car, but we can't wait for more warranties to elapse and see how wild people go! For the time being David's fitted Dap-r springs, an RSS filter, MTC hoses, and a Forge chassis brace kit, along with some choice exterior mods. A superb looking car, that's only going to get better with age!



MITCH RUNCIE

CORSA SXi

If there's one thing that red Vauxhalls are infamous for – it's turning pink! But not Mitch Runcie's SXi! He bought it four months ago and it was "faded, dull and worn out". But he's more than brought it back to life with a lot of hard work and copious amounts of cutting compound! The gleaming red C looks fantastic rolling on BBS style wheels, making this tidy 1.2 a great little first car.

STEFAN BERRY

ZAFIRA VXR

When you're a Vauxhall enthusiast with four kids, your car choice is kind of limited! Thankfully help is at hand in the form of the Zafira VXR. An often maligned car, but they're actually impressive performers, and can look pretty decent as Stefan's example demonstrates. Bola B1 alloys work really well, especially with a sensible drop over Dap-r springs. Engine mods are limited to a full Milltek exhaust, and CDTi airbox mod for now but we're sure the 27 year old mechanic will be under the bonnet before too long extracting more from the mighty people mover!



Want to appear in the Hall Of Fame? We want to see your car. Just email us your name, phone number, no more than four photos, car spec and tell us a bit about yourself – where you're from, what your job is etc to: performancevauxhall@kelsey.co.uk

STEVEN SCORER **ASTRA SXi**

If performance is your aim it often makes more sense to start modifying the top spec model - But 26 year old Steven Scorer comprehensively ignored that advice and began his quest for power with a humble Mk4 1.6SX_i. It's come a long way since then and it's evident that Steven's put a huge amount of effort into the build. It now packs a 315bhp Z20LEH with a Quaife LSD'd M32. A stint as a mechanic at Regal certainly didn't hurt, and the Astra is comprehensively modified with Gmax/Whiteline suspension, Black Diamond brakes, and a full VXRacing interior.



JOSHUA LINCOLN **ASTRA VXR**

There's one thing that you can't deny – and that's that with a strong set of wheels, and a dose of lowering, the Astra VXR looks as hard as nails! Joshua Lincoln's Arden example is a perfect example of this. The nifty Revolution 5-spokes look great, and it sits really well – useable, but noticeably lower than standard. Performance mods include a Rabbid Stage 3 map, Airtec intercooler, and a Remus decat system giving not far off 300bhp, so there's bark to match the bite.





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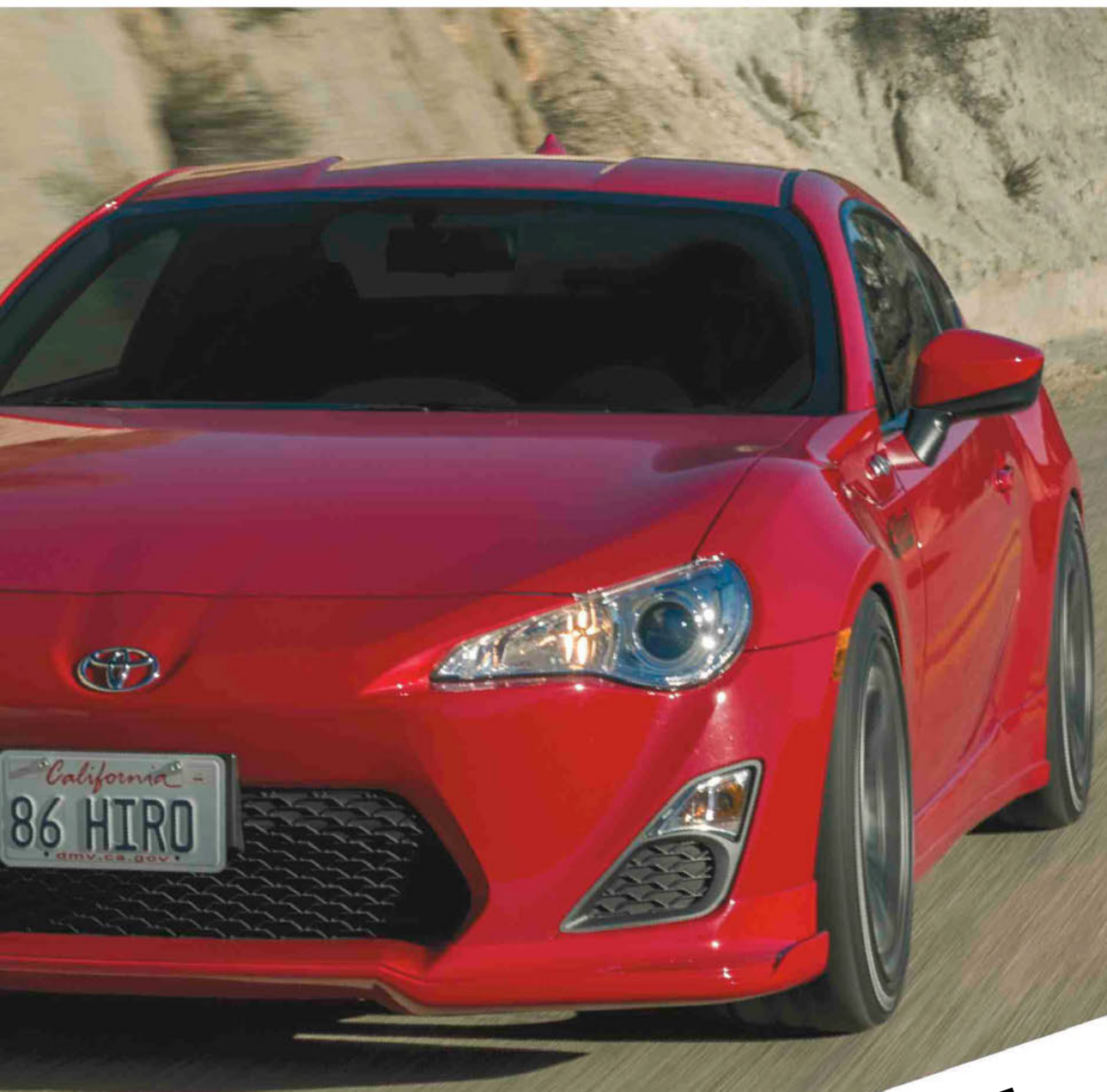
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AIR RIDE CORSA



FRESH AIR

Inspired by the VAG scene, Phil Armitage has introduced air ride and painted Porsche wheels to his spotless Limited Edition Corsa D...

WORDS Dan Furr PHOTOS Chris Wallbank

It might have a trim designation that tricks casual observers into thinking that it's anything but a permanent fixture in Vauxhall's Corsa range, but that's exactly what the 'Limited Edition' hot hatch has become ever since it started to appear in dealer showrooms a few years ago.

A choice of engines ranging from 1-litre to 1.4-litres isn't going to give VXR owners cause for concern, yet it's easy to see why this confusingly-named model is so popular with punters; a VXR-inspired body kit, twin-tone paintwork, 17in alloys and an ability to attract wallet-friendly insurance policies is difficult to ignore, particularly if you're a young driver who is keen to pilot a good-looking Griffin

without having to spend every available penny on finance-crippling premiums.

Nineteen-year-old Phil Armitage bought his 2011-plate Limited Edition Corsa D as soon as he'd passed his driving test in 2013. "I was tempted to buy a Fiesta, but the Vauxhall looked incredibly aggressive when compared to its Ford-badged rival. The discovery that the Corsa came equipped with gloss black interior trim and an integrated sat nav proved to be the final nail in the coffin for the Fez idea, and I was soon cruising around in my home town of Wakefield from within the confines of my newly-purchased Griffin," he smiles.

Phil admits that he's always been a fan of modified cars, although he tells us that he'd never



FAST FACTS

- ★ Air Technik air ride suspension
- ★ White Nappa leather VXR Recaros
- ★ Painted 17in Porsche Twist alloys
- ★ Limited Edition VXR styling pack

AIR RIDE CORSA



Yes Phil uses the car daily, and yes the white leather takes a LOT of cleaning!

envisioned a time that he would be tweaking his own ride. "As far as I was concerned, the Corsa had looks to die for. In my eyes, it really didn't need toying with. Wild and wacky motors were the stuff of fantasy that I would read about in *Total Vauxhall* each month, but that train of thought took a

sharp U-turn when I started to attend car shows. I found myself exposed to some amazing four-wheeled creations, and I knew I had to have a piece of the action!" he grins.

It didn't take long for the Corsa's wheels to become the first victim of Phil's sudden desire to make changes. "I bought a set of Porsche Twists that had been painted black," he continues. "Additionally, I slammed the car as low as I could get it on FK AK Street coilovers before the low profile tyres that were wrapped around each rim began to make contact with their neighbouring wheel arches," he adds. It was conclusive proof that a dip in ride height and a change of alloys can

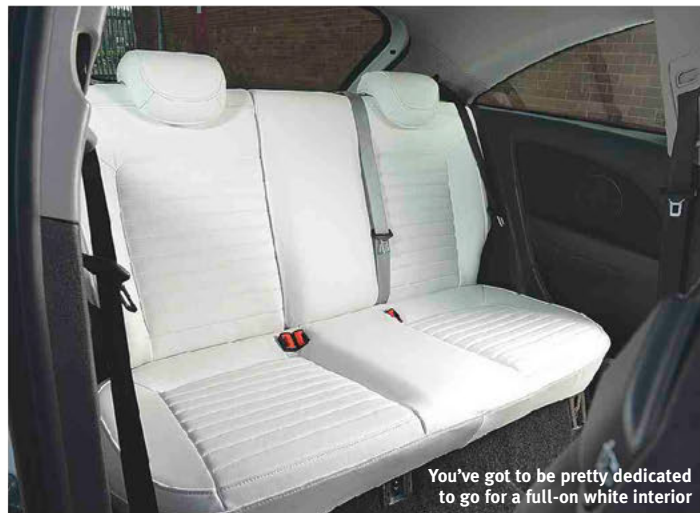
make a radical difference to the appearance of a car. Even so, the monotone Vauxhall didn't excite its proud owner as much as it once did, and he set about introducing an injection of colour into the proceedings in the hope of reigniting his enthusiasm.

PLACE YOUR BETS

"I'll admit that my decision to paint the wheels in a custom shade of sparkling teal was a bit of a gamble, but it's one that I think has paid off!" remarks Phil as we eyeball his revitalised Porker rims. There's no denying that they look fantastic, but it wasn't until further suspension updates were introduced

that they would tuck themselves firmly under each corner of this cracking little Corsa...

With evermore summer shows registering on Phil's automotive radar, he took himself to meets ranging from Vauxhall-themed events to VAG-heavy get-togethers. In fact, it was while he was cooing over the weird and wonderful VWs that Telford's 'Ultimate Dubs' had to offer that he was bowled over by the visual effects of air ride (a signature feature of a huge number of super-low Golfs and Caddys that were in attendance). Vowing to invest in a similar setup for his Corsa, he returned home and began to search online for a readymade air-powered



You've got to be pretty dedicated to go for a full-on white interior



“I’ll admit that my decision to paint the wheels in a shade of teal was a bit of a gamble!”



OWNER

PHIL ARMITAGE

AGE 19

JOB Office worker

FIRST VAUXHALL This one

FAVOURITE VAUXHALL Monaro VXR

BEST THING ABOUT THE CAR Air ride!

Half of you will be appalled by the camber, the other half will be impressed



AIR RIDE CORSA

lowering kit.

To his surprise, frantic mouse-clicking and hours of forum nattering resulted in a distinct lack of compatible air ride solutions, but he was pleased to be provided with the contact details of Sheffield's very own modified suspension specialist, Air Technik, instead. Dealing in off-the-shelf and bespoke air management control equipment, the firm has forged a strong reputation in the field of lowering cars thanks to a variety of magazine-featured Fords, BMWs, VWs, Mazdas and Audis that have been pictured wearing its kit. The fact that the company was located within half an hour of where Phil lived was an added bonus, and he wheeled his Corsa over to the Air Technik workshop as soon as time allowed.

"I was surprised when I was told that my existing FK coilover struts could remain at the front of the car," he beams. "Their springs were removed before being replaced with a bag-over-coil system and laser cut brackets,

while rear bags were mounted on modified spring perches," he says.

AIR RAISING

Quarter-inch pipework, Vlair compressors and a polished aluminium air tank promptly filled the Corsa's boot space – an area that has been expertly tidied and trimmed – while an AutoPilot V2 digital air ride programmer provides Phil with a range of ride height presets and comprehensive control over his car's stance.

As you might expect, inputting values for daily driving while trying to determine what the optimum setting would be for exhibiting the car whenever it's on show stands has involved a fair amount of trial and error, and those Porsche wheels have given Phil plenty of food for thought. "I had to make significant changes to the amount of camber in each corner in order to avoid contact between tyres and bodywork. I'm pleased with the end results, especially since early concerns about sacrificing the Corsa's

cornering abilities have proved to be a worry over nothing. If anything, I think the car handles better than when I first bought it!" he confirms.

Seeing this Corsa's belly pressed against the ground generates so much excitement among its hordes of admirers that some of its subtle exterior styling updates can be easily missed. For example, did you notice that the car is wearing a smoothed boot lid sitting atop a smoothed rear bumper? Perhaps not, although we're quietly confident that you've spotted its cabin's stunning seats. "A friend of mine was in possession of a Corsa D VXR. He'd had its Recaro seats re-trimmed in white Nappa leather with suede rear panels. He'd even had custom floor mats made with colour-coded leather piping," explains Phil. "The seats were removed and advertised for sale when he decided to sell the car, and I wasted no time in snapping them up!" he laughs.

Unsurprisingly, transplanting the white wonders from one Corsa D to



another was a hassle-free task. Keeping them clean, however, is another matter altogether! Thankfully, Wakefield's very own professional detailing outfit, Inspired Automotive, has stepped in with an offer of sponsorship for the duration of this year's show season. That's great news for Phil, although we don't envy Inspired boss, Mitch Hawksby, as we consider the work involved in maintaining the spotless appearance of a white car packing a white interior when it is in constant use as its owner's daily hack!

Phil's Griffin might be labelled



"If anything, I think the car handles better than when I first bought it!"



Very neat
tank installation



TECH SPEC

ENGINE

1229cc 16-valve inline-four A12XE, factory specification

TRANSMISSION

Front-wheel drive, standard five-speed manual gearbox

SUSPENSION

Air Technik bag-over-coil air ride kit, FK AK Street front struts, universal sleeve bags, rear bags mounted on modified spring perch, dedicated air ride ECU and four-way manifold, five digital air pressure sensors, Vlair chrome compressors, polished aluminium air tank, quarter-inch air lines

BRAKES

Factory discs and calipers

WHEELS & TYRES

7x17in (front) and 9x17in (rear) Porsche Twist alloy wheels painted in a custom shade of teal, ET55 offset, 40mm (front) and 25mm (rear) 4x100 to 5x130 adaptors, Nankang NS20 185/35x17 (front) and 205/40x17 (rear) tyres

BODY

2011 Corsa D Limited Edition, factory white paintwork with gloss black roof, VXR styling pack, smoothed boot lid and rear bumper, Corsa VXR door mirrors, wind deflectors, pressed registration plates

INTERIOR

Corsa D VXR Recaro leather seats re-trimmed in white Nappa leather, front seat backs trimmed in suede, custom mats with white Nappa leather piping, trimmed boot floor, Kenwood DDX3023 double DIN touchscreen multimedia system, AutoPilot V2 digital air ride controller

THANKS

Inspired Automotive, for looking after the car's paintwork, a big thanks to the guys at Air Technik for doing a great job with the air ride, and a well-deserved acknowledgment goes to James Speight who puts my car back together every time it breaks!

AIR RIDE CORSA

As something of a rare breed, but he's shown an unlimited amount of enthusiasm for transforming what was an already-impressive Vauxhall into something that will undoubtedly wow showgoers over the coming summer months. That said, not forgetting that this is his first car, we're just as excited to see what his future four-wheelers will look like. If this cool Corsa is anything to go by, our guess is that they'll soon be seen enjoying the low life! 



Porsche Twists
in distinctive teal



Limited Edition Corsas
come in for a lot of stick
– but for a first time car
they're a superb choice



BUILT FOR THE SPRINT



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7th ANNIVERSARY

READER RESTO

In the first or a new series of features we take a look at your restorations. The first person to take the spotlight is Dave Rome and his 1.2 Nova.

I first spotted the Nova back in 2009 on a housing estate in Whiston, Merseyside when I was just 16. I knocked at the house and the owner refused to sell it saying he would "get around to fixing it one day", however I left my number regardless. He did tell me that he'd parked it on the drive in 2007 due to failing its MoT and it hadn't moved anywhere since.

I then forgot about it until 5 years later, when I got a call from a friendly local scrapyard, who were taking delivery of a black Nova that afternoon from a old gentleman in Whiston, to see if I

wanted any parts (everybody knows me as Nova-Dave around my area). I instantly put two and two together and realised it was the same Nova I had left my number with when I was just 16. I went around to the house and knocked on the very same house I went to 5 years ago and the gentleman opened the door and instantly recognised me. He apologised as he had misplaced my number and had spent several weeks trying to get in contact with me. He eventually gave up and rang the local breakers yard, (who just happened to be owned by a good family friend) within half an hour we

agreed a very lovely price of just £120 for the Nova and it was all mine. It was literally due to be collected half an hour after I turned up, so it was saved from its horrible death by minutes!

Over the next 6-7 months I turned a very sorry looking, almost beyond saving Nova Merit, into the Nova GTE replica I had always wanted. My inspiration and desire was to have a GTE identical to the 1980s television advert where the red GTE drives around the building site. I am a panel beater and mechanic by trade so I have done 99% of the restoration work myself.



1 The Nova as Dave purchased it, and the very spot and position it had sat for 7 years, just rotting away. The white Nova also belongs to Dave, and he's owned it since he was 13.



3 With the bonnet popped it was clear that while it had been neglected for some time, it was in a saveable condition.



7 The strip down begins to assess the welding required. It needed two front splashguards, front crossmember repairs, two sill repairs, both sides of the boot floor repairing, and the battery tray cutting out and a new one welding in. Due to being flat out working on the car for up to 10 hour days, Dave didn't take many pics, but he did find the time to fit a -60mm lowering kit, GTE anti-roll bars, and overhaul the brakes all round.



8 The replacement battery tray welded in, painted and sealed.



2 The Nova was dragged off the drive and turned around, to reveal the very sorry looking front end.



4 The original beige interior, complete with water and mould.



5 Once recovered back to Dave's lockup it was washed off and the tyres pumped up. The brakes were freed off also but it was clear that they'd need an overhaul.

6 Dave and his dad managed to get it running after being stood for 7 years! A collapsed fuel pump was one of the reasons it was parked up all that time ago. With a new fuel pump and fresh fuel it fired into life for about 15 minutes until the radiator and a pair of hoses ruptured.



10 This photo is after a compound, mop, polish and wax. the paintwork came up like new. apart from the new grille it's had no paintwork.



9 This photo shows a before and after shot of the paintwork. A full week was spent just renovating the paint.



11 After the welding was completed, Dave fitted the GTE grille and side skirts, and renewed the front bumper re-enforcement bar, along with a new set of nice crisp plates.



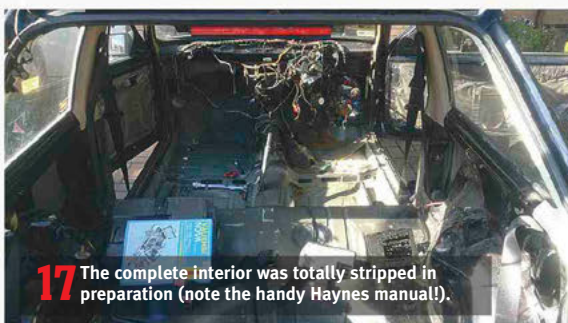
12 The rear end after all the stickers and decals were removed.

READER RESTO

13 Some of the more difficult GTE bits were sourced, such as a original rear splitter (Thanks to Alex Darcy for this).



14 A genuine GTE rear boot decal was tracked down and fitted, and was one of the more difficult challenges Dave faced.



17 The complete interior was totally stripped in preparation (note the handy Haynes manual!).



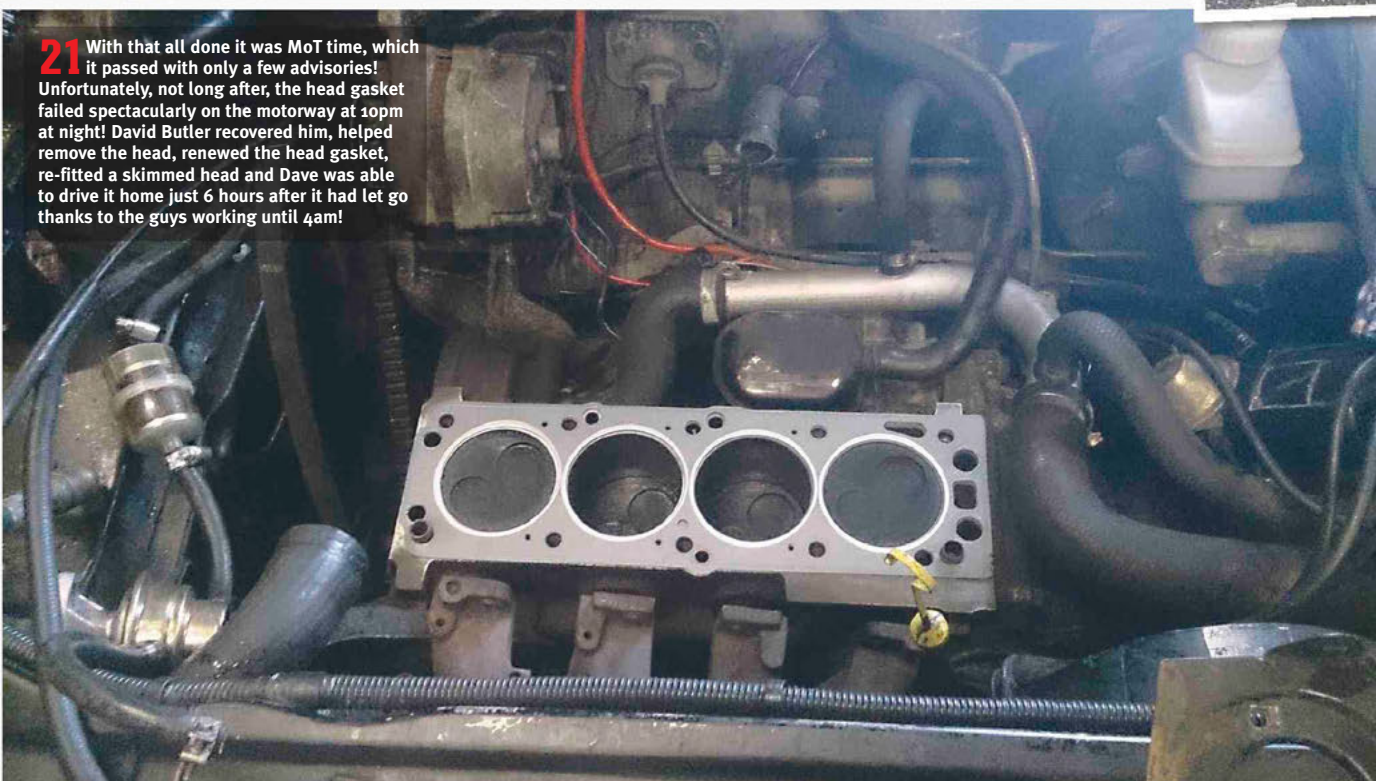
18 In just 2 days the full interior was fitted. Unworn, no rips or holes, and a new set of genuine Vauxhall mats as a finishing touch.



19 All the glass was then changed for green tint GTE items by Dave, including the windscreen.



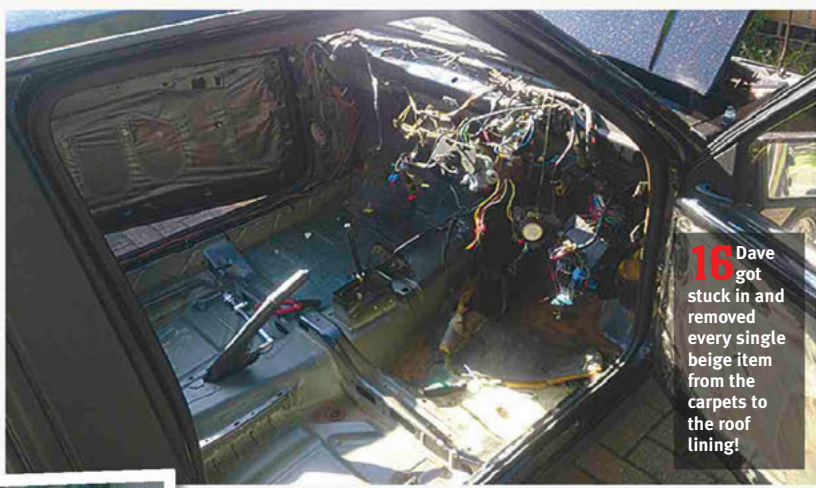
20 The remaining vinyls and decals were then sourced and fitted, including the all important B-pillar vinyls.



21 With that all done it was MoT time, which it passed with only a few advisories! Unfortunately, not long after, the head gasket failed spectacularly on the motorway at 10pm at night! David Butler recovered him, helped remove the head, renewed the head gasket, re-fitted a skimmed head and Dave was able to drive it home just 6 hours after it had let go thanks to the guys working until 4am!



15 A full GTE interior was sourced from David Butler. It had to be perfect and unworn, and everything from clocks to centre console, seats to door seals was needed. The original gear knob and gear stick gaiter were also part of the deal.



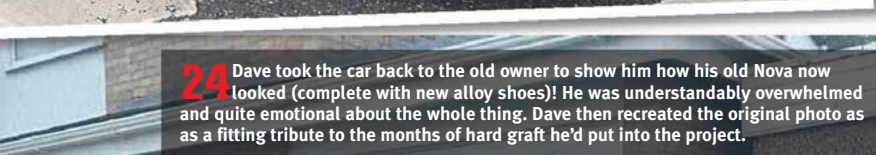
16 Dave got stuck in and removed every single beige item from the carpets to the roof lining!



22 The original steel wheels and GTE spec wheel trims sourced and fitted, and to make it a proper GTE replica the door and bonnet decals, and grille badge were fitted, and the side stripes removed.



23 Original mud flaps fitted too for extra OEM points, along with remaking the "Vauxhalls love Unleaded" decal for the rear window



24 Dave took the car back to the old owner to show him how his old Nova now looked (complete with new alloy shoes)! He was understandably overwhelmed and quite emotional about the whole thing. Dave then recreated the original photo as a fitting tribute to the months of hard graft he'd put into the project.



THANKS

I couldn't have got it to how it is now without my Dad, my best friend Tom Mackay who helped with the build, my girlfriend Yasmin Pickering for picking up a lot of the parts for me (and putting up with me spending all my spare time and cash on the restoration), David Butler for supplying 90% of the parts needed to get it to this stage, Keith for selling me the Nova, and the Performance Nova Group for their support and motivation throughout the rebuild.

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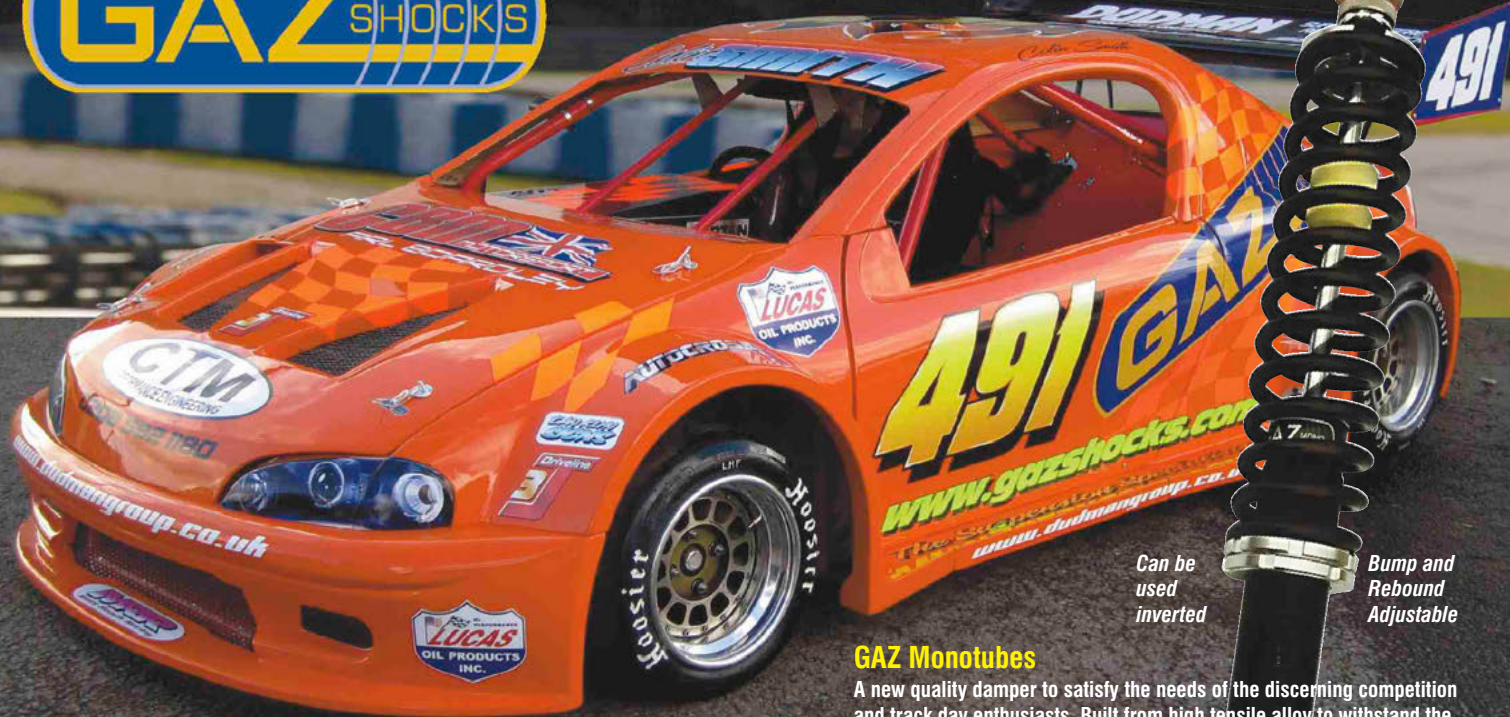
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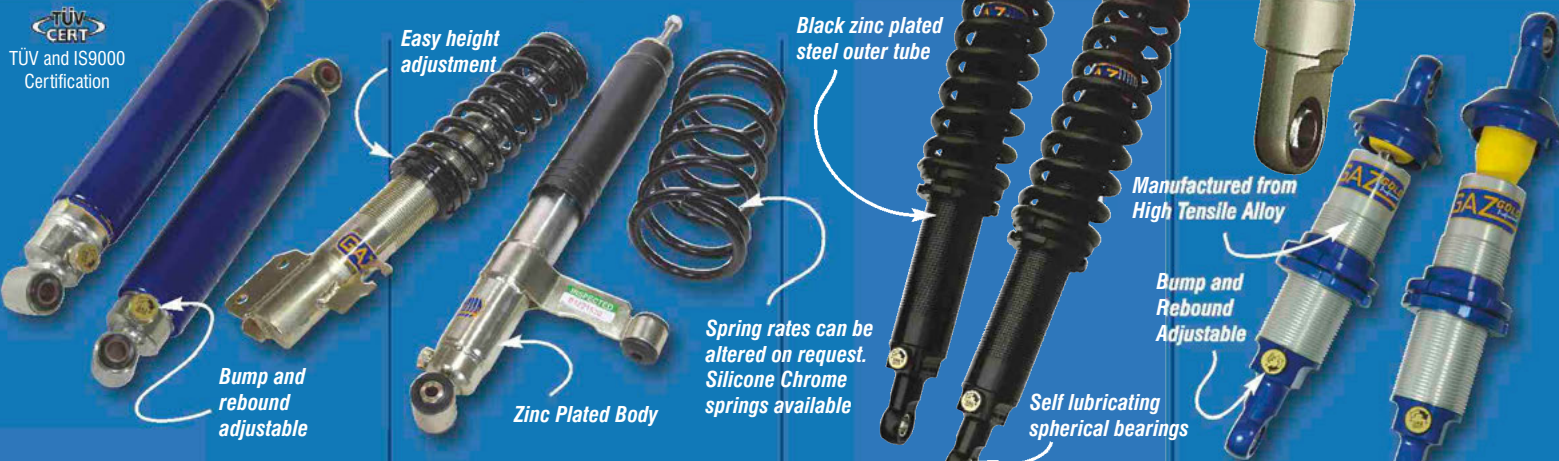
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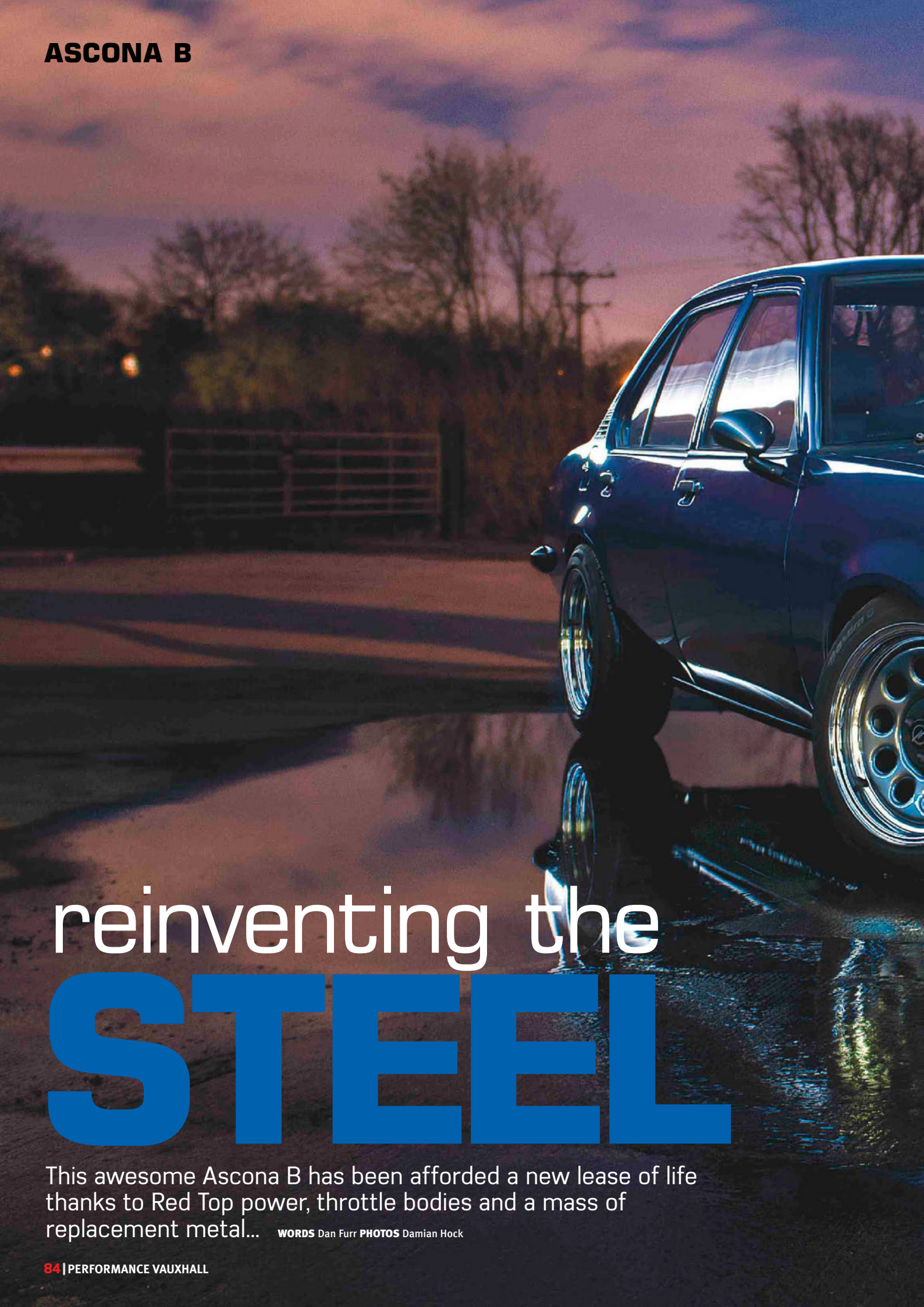


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ASCONA B



reinventing the **STEEL**

This awesome Ascona B has been afforded a new lease of life thanks to Red Top power, throttle bodies and a mass of replacement metal...

WORDS Dan Furr **PHOTOS** Damian Hock



FAST FACTS

- ✦ C20XE with Jenvey throttle bodies
- ✦ Omega V6 manual gearbox
- ✦ Ford Imperial Blue paintwork
- ✦ Bullet steel wheels
- ✦ Re-trimmed Manta GT/E seats

ASCONA B

It might be a sad fact of life, but there's no getting away from the fact that cars manufactured during the 1970s were rarely built to last. Even if a model's less-than-rustproofed bodywork managed to escape the clutches of the dreaded rot monster, many of yesteryear's engines were designed with a shelf life of 100k miles, at which point they were expected to be tossed onto the nearest scrap heap. It is, therefore, exciting to see a surviving example of what is now considered to be a retro ride, and few generate as much wide-eyed appreciation as Ed Pridgeon's 1979 four-door Ascona B.

"I bought the car way back in 1986," he explains. "I'd been driving a Datsun 120Y up until that point, but it was on its last legs and I needed a reliable ride to replace it with. My uncle was a Vauxhall and Opel enthusiast with his own sales showroom near Ross-on-Wye, and he told me about a tidy Ascona that was on his forecourt. I fell in love with the car as soon as I saw it, and it's literally had my name on its logbook ever since!" he adds.

RARE BREED

An Opel was a rare sight on Britain's roads in period, even after 1.2-million Ascona Bs had been produced during a six year producing run ending in 1981. Ed's new car's status as something of a departure from the norm encouraged him to maintain his new motor to a high standard, and he opted to put a selection of Monzas, Chevettes and Cavaliers to use as daily drivers while his pride and joy spent its life being pampered. He even planned to buy a body kit not too dissimilar from that seen on Opel's two-door Ascona 400 rally machines, but the

TECH SPEC

ENGINE

1998cc C20XE DOHC 16-valve, standard internals, QED Jenvey direct-to-head throttle bodies, DTA S40 ECU, custom loom, micro relay fuse box, Opel metal spark plug cover, painted cam cover modified to suit coverless timing gear, Bosch cream fuel injectors, Sytec Motorsport fuel pump, Torques UK AN-6 Teflon fuel lines, Manta GT/E injected fuel tank, Retropower stainless 4-2-1 exhaust manifold and 2.5-inch exhaust system, battery relocated to boot space

PERFORMANCE

179bhp (dyno figure), 0-60mph in seven seconds (estimated)

TRANSMISSION

Rear-wheel drive, Omega V6 R25-R28 five-speed manual gearbox, Retropower LUK clutch kit, release mechanism spacer kit, Quaife quick steering rack, custom propshaft mated to rebuilt Ascona B axle

SUSPENSION

Bilstein dampers, Cobra 50mm lowering springs, Corsa B electric power steering conversion, SuperPro polybushes throughout

BRAKES

Carlton vented front discs with Mk2 Astra 16-valve calipers, rebuilt Ascona B rear drums, bias adjustable pedal box with internal master cylinders

WHEELS & TYRES

8x15in Bullet steel wheels with centres painted VW Platinum Grey and polished lips, ET20 (front) and ET5 (rear) offset, 205/50x15 tyres

BODY

1979 Opel Ascona B, non-sunroof model, bare metal shell restoration, new replacement wings, full respray in Ford Imperial Blue, standard door handles and Engelmann mirrors painted VW Platinum Grey, factory chrome bumpers stripped, re-shaped and painted satin black, all nuts and bolts bead blasted and re-plated (or replaced), vintage-style registration plates

INTERIOR

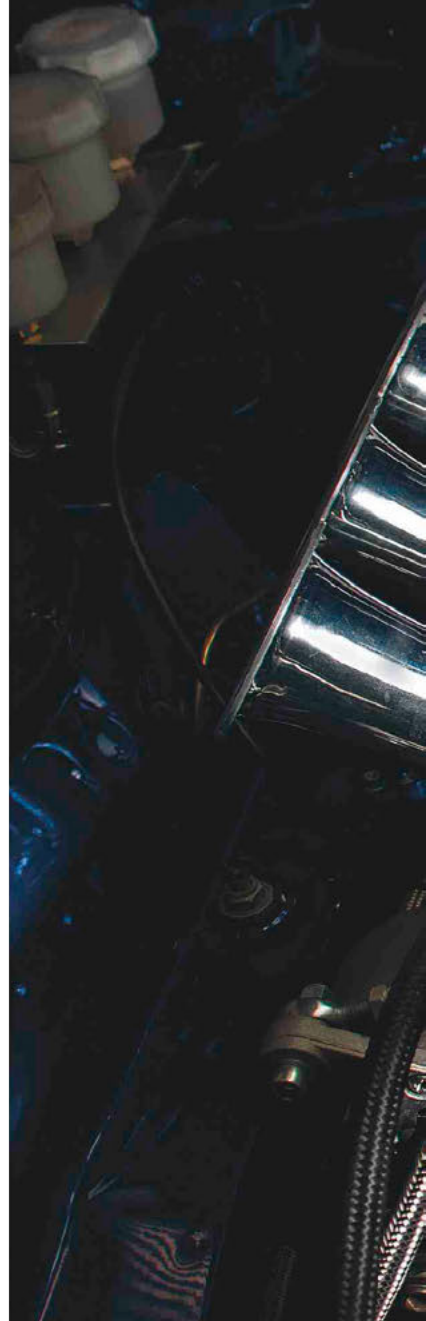
Manta GT/E Recaro seats re-trimmed in period BMW plaid cloth, rear seats trimmed to match fronts, black Alcantara head lining, flocked dashboard and door cards, trim strips painted VW Platinum Grey, flocked Manta GT/E centre console, SPA all-in-one digital-analogue dash display, new carpets, Dynamat sound deadening throughout, steering wheel painted satin black, electric power steering adjuster, aftermarket heater unit located behind dashboard

ICE

Clarion 5in coaxial speakers in custom kick-panel mounts, Alpine 6x9-inch three-way speakers in rear shelf, Sony CDX-M670 black-panel headunit

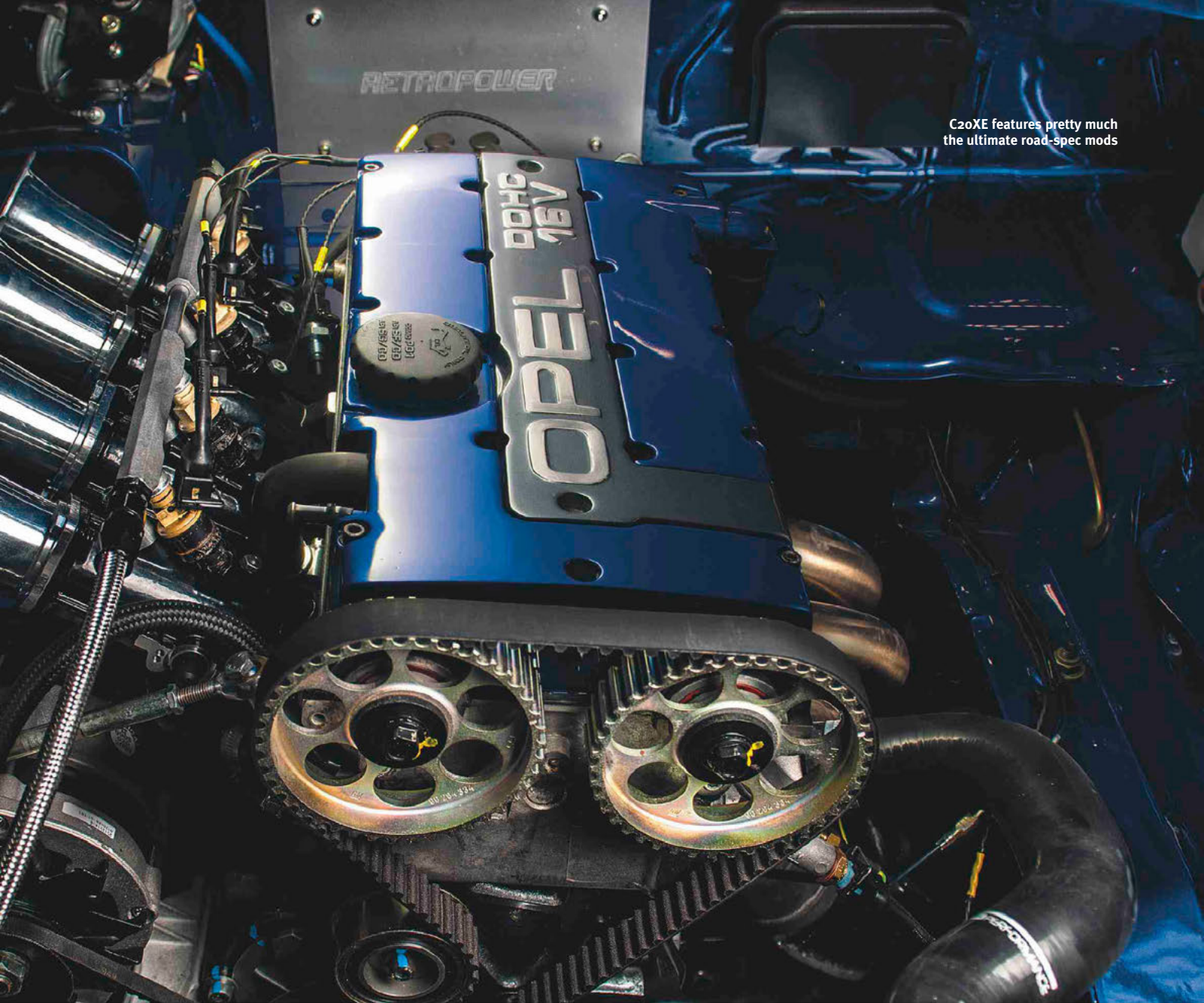
THANKS

Callum, Nat and the rest of the www.retropower.co.uk team for building the car, Damian Hock for the photos, Troy at Northampton Motorsport for mapping duties, and a huge thanks to my wife for selling her 1967 MG Midget in order to help fund the project!



Bullet wheels are the perfect choice





C20XE features pretty much the ultimate road-spec mods

"I fell in love with it as soon as I saw it, and it's had my name on the logbook ever since!"



ASCONA B

demands of work and family life overtook his automotive ambitions, leaving the spotless saloon to make do with its factory spec.

"My grandfather offered to store the car in his garage during the summer of 1992," continues Ed. "My intention was to obtain a C30SE straight-six engine, acquire a 400 body kit and treat the Ascona as a rolling project, but my decision to move house resulted in a great deal of distance opening up between my new home and the Opel-in-waiting. It was proving impossible to find the amount of time that was required for the build, resulting in the car becoming a permanent fixture at my grandfather's pad," he sighs.

DECISION TIME

Fast-forward to 2012, and Ed was told in no uncertain terms that it was high time that he found a new home for his four-wheeled friend. Forced to make a decision regarding its future, he was left with two very stark choices. "I could pick up where I left off, or I could scrap the ol' girl!" he laughs. His job as a European distribution manager for a well-known software company requires him to spend a great deal of time abroad, suggesting that the second of the two options laid out before him was more than likely. His mind was made up to the contrary, however, as soon as he was exposed to the work of vintage vehicle tuning and restoration specialist, Retropower.

Based in the Leicestershire hamlet of Wykin, Retropower has forged a reputation for being one of the UK's

leading lights in the build of high-performance, old-school Opels. The firm is owned by brothers Callum and Nat Seviour, and the lads have created some of the best Asconas, Kadetts and Mantas seen doing the rounds in recent years. The pair are also well versed in the creation of modified Vauxhalls, Fords, Datsuns and VWs, but it was their transformation of a standard two-door Ascona B into a C20XE-powered 400 replica that persuaded Ed to hand them the keys to his car.

Time tucked up in the dry had been kind to the old Opel, but it wasn't without its complaints. "You could probably describe its bodywork as 'rotten', but we've seen much worse," recalls Callum. "Ed told us that he wanted the car to be given a complete makeover, the outcome of which would see it returned to the road with modern driving equipment, respectable levels of performance and an immaculate exterior. We steered him away from the idea of fitting a body kit, and he agreed to let us apply subtle styling updates to freshly painted panels instead," he says.

Red Top power became the focal point of an elaborate plan of action, and the Seviours were soon building Ed his very own strengthened XE decorated with QED Jenvey throttle bodies. DTA standalone management, fuel system upgrades (including a Sytec pump, Teflon lines and a Manta GT/E injected fuel tank), and a custom four-into-one exhaust manifold mated to a 2.5-inch stainless steel exhaust system formed

Even the bumpers have been reprofiled to sit better than they did originally



Subtle colour coding is part of why this Ascona works so well aesthetically



"We steered him away from the idea of fitting a bodykit, and he agreed to let us apply subtle styling updates"



OWNER

ED PRIDGEON

AGE 49

JOB European distribution manager
for a software publisher

FIRST VAUXHALL This one

FAVOURITE VAUXHALL

Lotus Carlton

BEST THING ABOUT THE CAR

Either the handmade exhaust or
the clean engine bay

ACJ 995V

ASCONA B

Retropower really are at the top of their game, and everything that comes out of their workshop is awesome!



the bulk of a desirable parts pile, while an Omega V6 R25-R28 five-speed gearbox, a Quaife quick steering rack and a Corsa B electronic power steering system were also summoned to the Retropower workshop.

CONTROVERSIAL

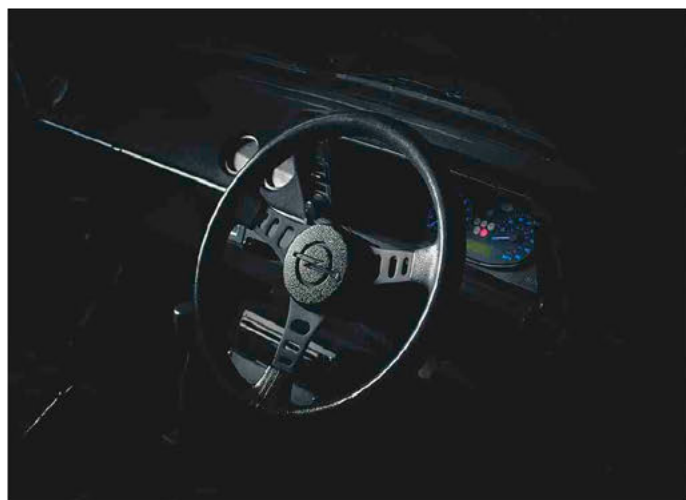
The Ascona's shell was stripped and media blasted before a firm assessment could be made regarding the amount of metal that would need to be replaced. Tellingly, Callum confirms that over 200 hours were subsequently spent fabricating custom panels, repairing the car's chassis legs, installing a substitute front end and adding new wings. Fortunately, the Opel's roof remains untouched (a happy consequence of a lack of sunroof), and its doors, bonnet and boot lid were acid dipped for protection before the car was wheeled into the Seviour's in-house paint booth for a lick of Ford Imperial Blue.

There's every chance that the die-hard Griffin fans among you might consider a topcoat associated with the Mk1 Focus RS to be a controversial choice for a model that was made by General Motors, but there's no denying that Ed's Ascona looks fantastic,

particularly since its Blue Oval paint job has been joined by VW Platinum Grey detailing on its neighbouring door handles and Engelmann mirrors. Furthermore, the car's chrome bumpers have been stripped and re-shaped in order to achieve a flush fit against the contour of its restored front and rear panels, and a satin black finish to these once shiny components delivers a considered contrast against the deep gloss of the Ford paint.

Bullet steel wheels with painted centres and polished lips add to the show-stopping appearance of this awesome Ascona. Its rims are yet another design detail influenced by the VW scene, and they hide refurbished Carlton vented brakes that do a fine job of bringing the car to a halt. Its handling abilities have been improved with Bilstein dampers, Cobra lowering springs and polybushes, and the improved ride is experienced from the comfort of re-trimmed Manta GT/E Recaros.

"We managed to get hold of some genuine BMW plaid cloth as seen on Beemer upholstery during the mid-1980s," says Callum. "In addition to the front seats, the rear bench has been trimmed in this rare fabric. We

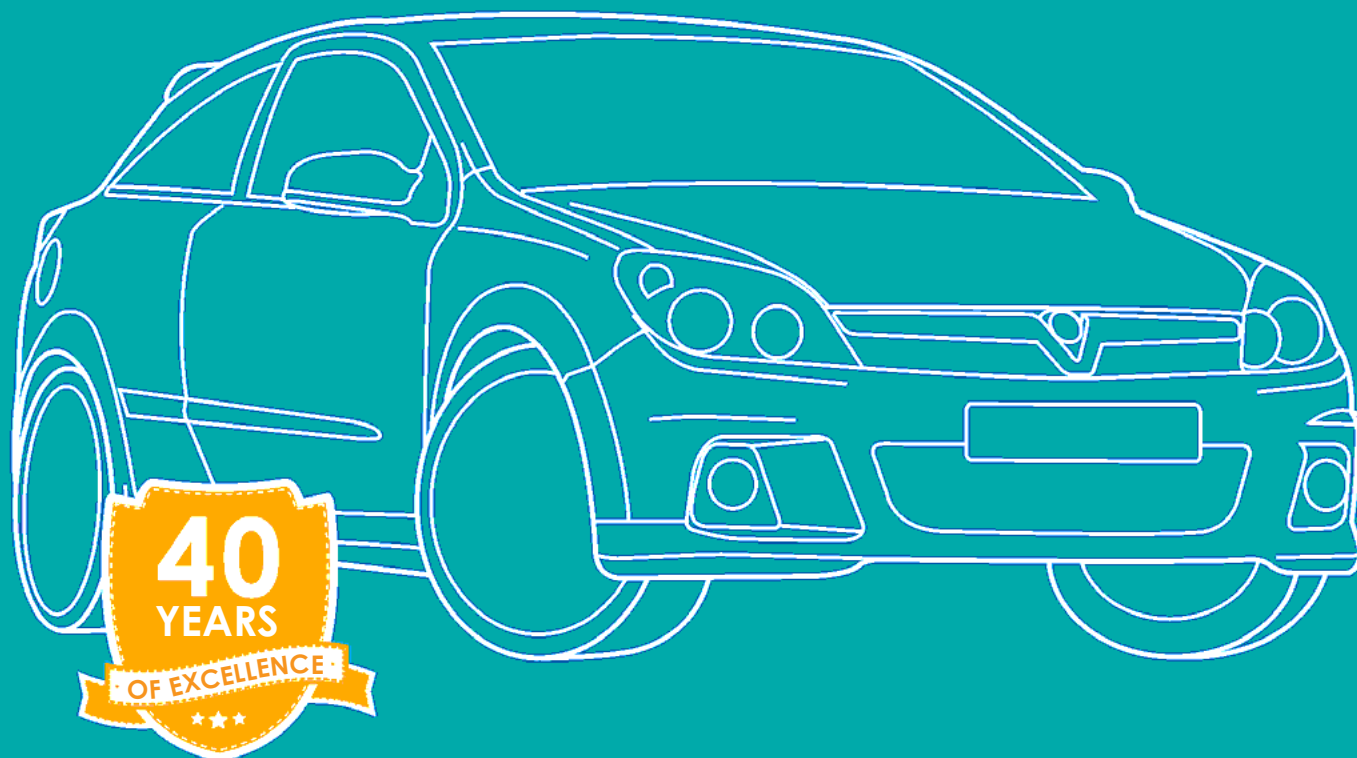


stopped short of the covering the cabin's door cards, although we have since flocked them to match the car's dashboard. We also added a layer of VW Platinum Grey to various items of interior trim," he tells us.

Dynamat soundproofing, an electric power steering adjuster, an aftermarket heater unit, an adjustable brake bias pedal box and an SPA digital-analogue display provide Ed with control over the revised characteristics of his fabulous

four-door, and we're thrilled to hear that he's intending to use it as his daily driver whenever he's on home soil. Moreover, the project serves to demonstrate the skills and quality of work undertaken by the Seviours, and we look forward to bringing you details of the next appreciating classic to undergo the Retropower treatment after being spared the indignity of being turned into baked bean cans! ○

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READER RESTO

This is what happens when serial Cavalier owner Simon Ough spotted a tidy-ish cabriolet for sale...

When I saw this Cavalier Convertible for sale I never intended to buy it myself, I actually sent the eBay link to my friend Andy as he has a couple of Mk2 Cavaliers and I thought it would make a nice addition to his collection. However the reply I got was "I have enough to be getting on with, why don't you buy it?" I had been considering getting myself a retro car and although a Cavalier Convertible was not on my short list, I thought as it was local it wouldn't hurt to go take

a look. The car, although not mint, was a good honest example and seemed like it could be a bit of fun for the summer. I negotiated a decent price and the car was mine.

The convertible was a great choice for cruising round the sunny Westcountry. However, it didn't take long before I persuaded myself to fit some bigger wheels and lowering springs. I was happy with the look and it got a lot of attention wherever it went, so I decided to keep it and during the winter I hatched a plan to

address a few areas of the bodywork that needed some attention.

By luck my Cavalier mad friend Andy owns a body shop and the car was despatched to have a "few" bits done... well that was the initial plan. However, after a few other jobs were added (and then a few more) the car ended up having mods and a full respray. Andy went to work and began to work his magic on the bodywork. I currently own four Mk2 Cavs, and am about to start work on a rather sorry looking SRi saloon!

1 The original 'for sale' photo. A pretty honest car but by no means mint.



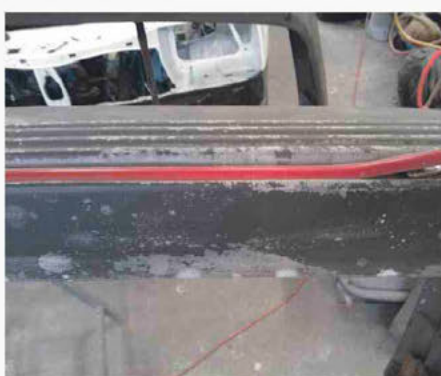
6 Things got a bit serious and Simon decided to go for a complete respray plus some modifications.



7 The car had been subject to some body work before which included filling these drain channels. Andy decided to reinstate them.



8 As well as de-spoiling the car they decided a debadged bootlid would look smart too.



9 The bumpers were in a state and rather than track down some mint ones, which would be no easy task, Andy said he could restore them.



10 With all the prep work complete it was clear how far removed from a "bit of paint" it had become. Prep finished, time for some paintwork.



2 Collection day – The Cavalier joined Simon's immaculate Mk2 SRi.



3 The car was in good enough condition to drive round in and enjoy a fun summer. However there were a few scratches and dents that annoyed Simon, plus he wasn't keen on the (standard) rear spoiler and pin stripe.



4 You can never go wrong with a set of wheels and a lowering job, so Simon fitted some springs, and a set of 15in Expression alloy wheels. However he wasn't totally happy and wanted the car to be mint.



5 Andy, a friend of Simon's, runs a body shop and the car was sent up for a "bit of paint" and the removal of some dents.



11 Literally every panel saw some work.

READER RESTO



12 Into the booth for a coat of primer.



14 Then the top coat was carefully sprayed for the shine.



17 One of the first things Simon did after picking the car up, was to go for a sunny drive and take some photos of his freshly painted pride and joy.



18 The debadged boot came out really well, and gave the rear a clean smooth look.



21 Another change of wheels, refurbed and painted. Looking good.





13 Next up was the base coat in the original Anthracite paint... it looked nice in satin.



15 The paintwork was then painstakingly polished for the perfect finish.



16 Once polished the car was fitted up and ready to go. The pinstripe wasn't reinstated. And 7x15 Azev As were bolted up.



19 A few weeks later and it was time for VBOA Billing. The car had gone back to the bodyshop shortly before to have the grille refurbished in satin black to match the mirrors and windscreen surround which also had a lick of paint. The chrome trim on a pillar was deleted too.



20 The de-badged rear definitely looks the part



22 The car is certainly used properly – here we see it on the *Mk2cav.com* French road trip.

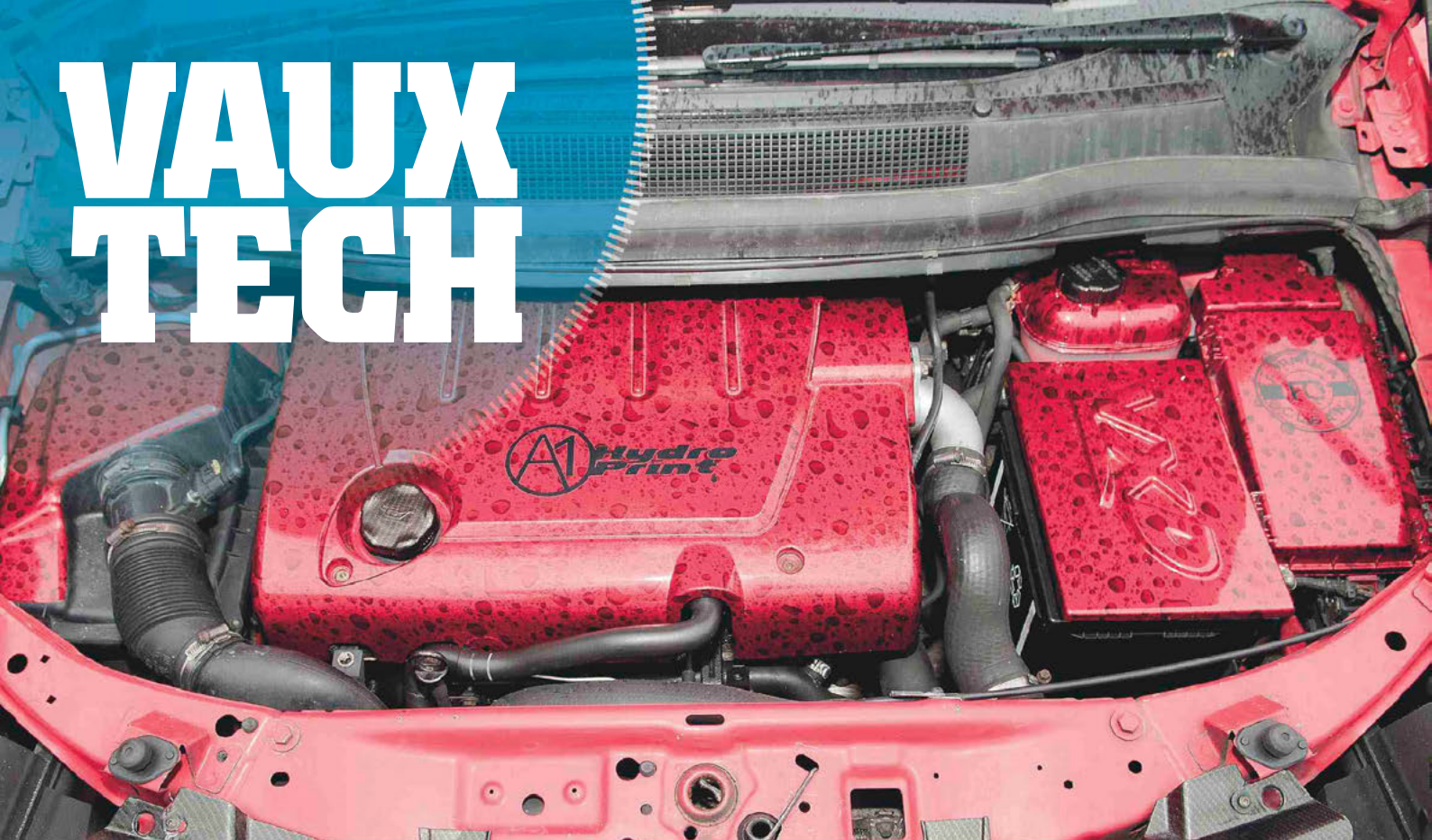


23 Simon's very happy with the way it looks on these rims, and who can blame him!

THANKS

Thanks to my good friend Andy at Willis's Garage, Gunnislake, without whom I wouldn't be the Cav mad pain in his arse I am now. I'd also like to thank the *Mk2cav.com* community for being a very helpful and friendly bunch who really make owning these cars a fun experience. And finally my parents who have had to cope with various Mk2 Cavaliers turning up on their driveway for months at a time.

VAUX TECH



HYDRO DIPPING

Forget painting parts on your Astra, Nova or Corsa - that's soooo last year. What you need to do is get them hydro dipped - it's opened up a whole new world of possibilities. **WORDS & PHOTOS** Simon Cooke

Hydro dipping, hydro graphics, hydro printing - it goes under various different names, but it's all the same thing, and it's pretty damn impressive! You may already have seen the end result but assumed it was a painted or

wrapped part.

Basically it's an alternative method of 'painting' that's just as durable and permanent as paint and offers a lot more options when it comes to cool patterns and finishes. It works on all shapes and sizes, (the only limit is the size of the 'dipping' tank) and on almost any type of material including,

metal, plastic, stone and even wood. The object is prepared, primed, base coated, dipped, then your choice of finish is applied, followed by matt or gloss hi-quality lacquer - the process is pretty much the same for any object. The film comes on a roll and you can pick a finish that looks like carbon fibre, wood, camouflage, Superheroes

etc etc. The results can be very impressive!

And why restrict them to just your car - you can get your phone, Xbox, kitchen units, golf clubs, mountain bike and even toilet seat to match - the only limit is your imagination. We took a trip to A1 Hydro Print in Oxfordshire to see how it all works...

WHEELS



If you're not starting with a new, or good condition wheel, you may have to have the wheels chemical dipped, which costs £25 per wheel. The parts of the wheel that don't need to be dipped are masked off.



The wheel is treated to a coat of epoxy primer, followed by a base coat. The choice of base coat colour will be dictated by what film you choose.

HYDRO DIPPING



3

The tank of warm water is prepared by floating the PVA (polyvinyl alcohol) graphics film (it comes on a roll and was cut to size) on the top, making sure that no air bubbles are trapped underneath.



4

It's left for 60 seconds, and is then sprayed with activator to activate the ink and dissolve it into a liquid.



5

The wheel is carefully pushed through the film, which sticks to all the surfaces that haven't been masked off.



6

It's then slowly pulled out of the water and rinsed off with water.



7

When dry it's given a coat of lacquer, matt or satin. The final stage is a flat polish to remove any tiny imperfections. The covering will be as tough as paint, and can be jet-washed / cleaned as normal.

INTERNAL TRIM



These parts needed prepping first, so they were degreased and rubbed down.



All the parts are then given a dose of primer followed by a base coat.



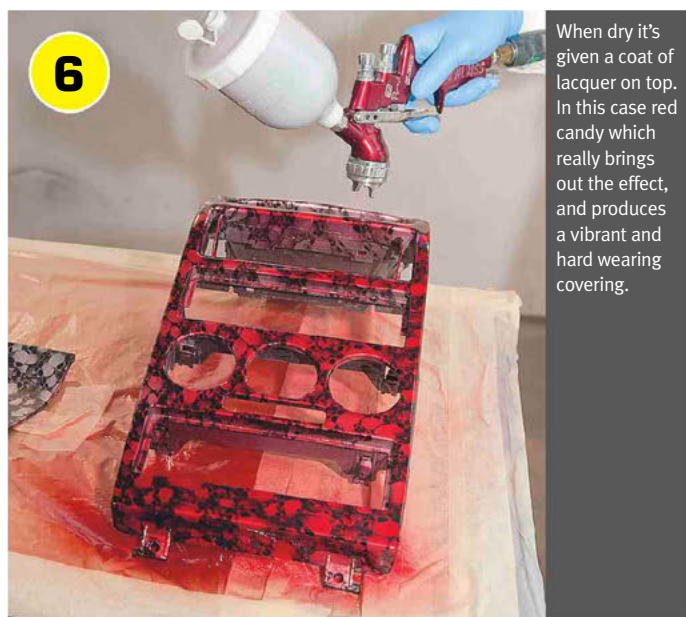
The holes were masked up and trim laid on the chosen film so it can be cut to the correct size.



The film is laid in the tank and activated, and the trim pieces are then carefully dipped at an angle to ensure any air bubbles are forced out along the entire length, into all the gaps and the film covers the entire surface.



The centre console comes out looking like this, which is pretty cool, but it's not yet finished.



When dry it's given a coat of lacquer on top. In this case red candy which really brings out the effect, and produces a vibrant and hard wearing covering.



When that final coat is dry it's all ready to use and fit back into the car.

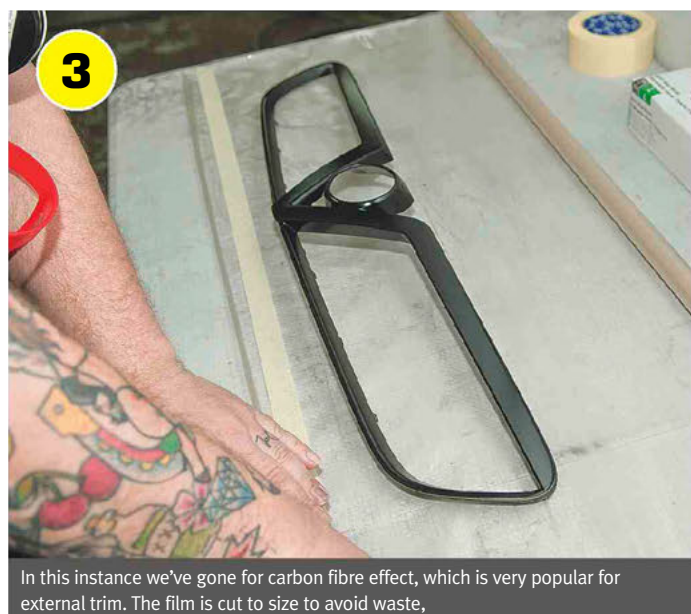
EXTERNAL TRIM



The badge is prepped in a similar way to the other parts, just with an epoxy primer if it's chrome.



Then we add the primer and base coats.



In this instance we've gone for carbon fibre effect, which is very popular for external trim. The film is cut to size to avoid waste,



And then it's carefully dipped. Care needs to be taken so the carbon effect pattern doesn't end up wonky.

5



It comes out from the dipping tank looking something like this.

6



Then, finally a layer of clear gloss lacquer is added on top for protection and to seal the finish.

7



Then your badge / grille is ready to be re-attached to the car, and only really close inspection will reveal that it's not real carbon.

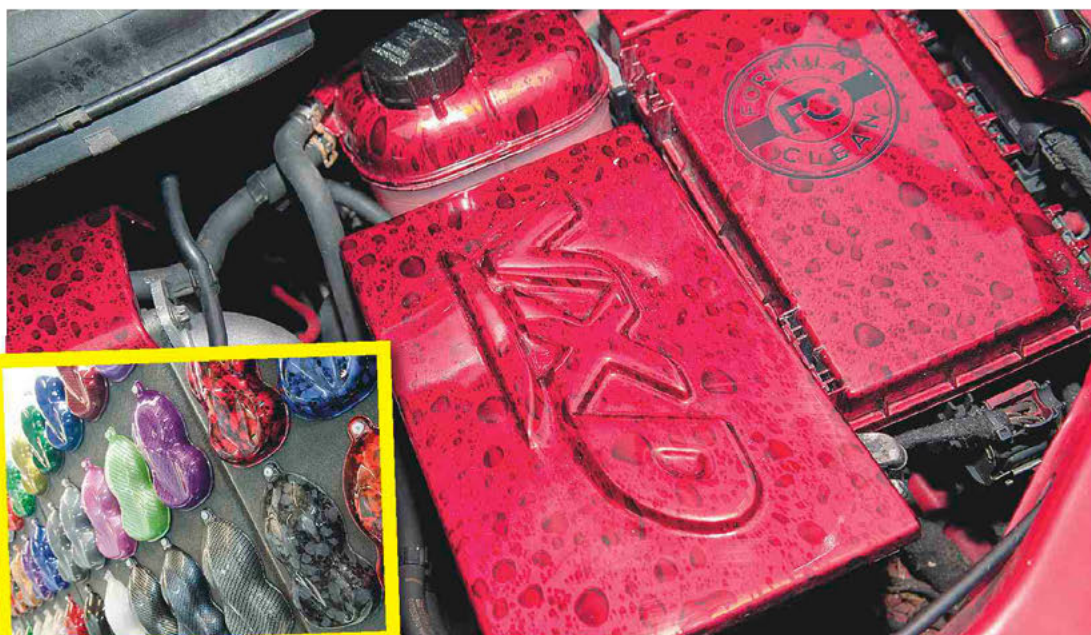
COST

Costs vary depending on size and exact type of graphics / finish selected.

18in alloys from	£85
Badges from	£25
Grille from	£55
Rear trim from	£50
Centre console from	£150

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VAUX TECH

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VECTRA C GSi

The Vectra C GSi often gets overlooked, but it's a great overall package and if you can find one, is something of a bargain. Here's all you need to know.

WORDS AND PHOTOS Dan Williamson



Chances are, you've never given a moment's thought to the Vectra C GSi. Even as a Vauxhall enthusiast, you probably haven't considered buying one. In fact, it's a fair bet that many readers don't even know it exists. Indeed, the GSi's one-and-only claim to fame was as the transport of Shropshire copper PC Mark Milton, who breezed through court ban-free after topping a timed 159mph while 'testing' his unmarked car. Yet the 3.2-litre Vectra is a great

Griffin package that's often wrongly overlooked. It's rare, solidly built, very well-equipped, a great motorway cruiser, has strong performance (as PC Milton would testify) and even provides acceptable fuel consumption for a car of its size.

There's no denying the second-generation V6 Vectra is bland looking, softly set-up and overall a bit on the stodgy side. It's a problem exaggerated by expectations of what a GSi badge should mean and comparing the car to its overtly sporting predecessor. You

see, the Vectra C GSi ditched the B's touring car theme in favour of refinement and a little more luxury. The Recaro seats were gone, spoilers were all but eliminated and automatic gearboxes were fitted to roughly half of all new GSis. To make matters worse, saloon and estate models were dropped, leaving just the GSi hatchback. No wonder it didn't sell particularly well.

Thanks to its lack of popularity when new the GSi is rare on the second-hand market, but it makes an incredible

bargain buy. Spend time finding the right car, select on condition rather than age and pay a bit more to get the best spec. Then, with a few well-chosen modifications, your GSi can easily become the car Vauxhall should have built.

MODEL HISTORY

Launched in March 2002 and costing £20,980, the Vectra C GSi was marketed as the performance element of the new Vectra line-up, boasting a

BUYING A GSi

ENGINE

The Vectra's 3.2-litre engine can trace its heritage back to the 1993 Cavalier V6's C25XE and essentially runs the same cylinder block and heads. Of course, everything was increased in capacity, updated and had the imperfections ironed out – the 3.2 features coilpacks, a different induction system, an improved oil cooler design, new engine management and so on.

The 3.2 is extra-strong and should go on forever if you keep up with servicing. Indeed, the only times we've heard of 3.2s failing have been as a result of snapped cam belts. Vauxhall's recommended 80,000 mile cam belt swaps are somewhat optimistic and only make sense if the car's used for motorway mileage. Otherwise, 40k intervals are more realistic. If the belt breaks, you're

looking at 24 bent valves and potentially damaged guides – often resulting in a whole new engine. So if your purchase has no cambelt history, get it changed immediately; have the water pump swapped while the engine is apart – it's only an extra £20-30. The pump and belts are C25XE items. Oil changes should be done every 5000 to 10,000 miles and plugs at 80,000 miles – although 40,000 is ideal.

When buying a 3.2 there's nothing special to inspect. Listen for nasty noises, check the exhaust for smoke and look for oil leaks – the 3.2 is very well gasketed and should be externally bone dry. If you see what looks like mayonnaise under the oil filler cap, don't be too concerned. It's most likely emulsified oil from condensation, a problem exaggerated



by the oil filler extension neck; the cure is simply to remove the extension by twisting it off. Only worry if there's tar under the cap – a 3.2's oil should be clean. While you're under the bonnet check the bottoms of the radiators for

damage or corrosion. Early cars are especially prone to rot, evidenced by pink furring – a sign of knackered seals. At about £200, radiators are pretty expensive to replace, although non genuine ones are available for considerably less.



208 bhp, 221 lb/ft, 3175cc (Z32SE) V6 engine. It was quoted as hitting 0-60 mph in seven seconds and providing a 154 mph top end. That was faster than any previous Vectra, but the new GSi's styling stayed subtle, featuring 17in five-spoke alloy wheels, mildly reworked bumpers and grille, plus round front fog lamps, skirts, 'sports' suspension, tiny tailgate spoiler, tinted lights, colour-coded door handles and twin exhaust exits.

The interior featured charcoal-coloured half-leather/Le Mans cloth seats, leather steering wheel, electric windows all-round, multi-function trip computer, platinum-effect dashboard trim, cruise control and dual-zone climate control. Other standard-fit kit included Electronic Stability Programme, Xenon headlamps, rain-sensitive wipers, CCR 2006 stereo with four-disc CD changer. The options list offered goodies like stereo and sat nav upgrades, heated seats, full leather

trim (an extra £1k), electric sunroof, parking sensors, electric folding mirrors, rear sun-blinds and that five-speed automatic gearbox.

If you wanted even more equipment, Vauxhall supplied the same 3.2-litre engine with Elite badges, but this meant spongier suspension and an old-man interior with full-leather seats and wood-effect trimmings. Elites were available in saloon (rare), hatchback and estate bodystyles. Most had automatic transmissions. Some Vectra

3.2s were built at Vauxhall's Millbrook facility exclusively for police use, which were a mishmash of models based around the Elite. They featured uprated brake pads, stiffer springs and dampers, a cloth SRI interior and manual transmission. Most were white hatchbacks or estates. The GSi was not available in mainland Europe. A tarted-up SRI with a 3.2-litre engine was built instead, named the Opel Vectra GTS.

GSIs came in the complete Vectra range of colours excluding white and solid blue. Spec levels varied as the years went by, for example front brake discs increased in diameter. The 2004 model year witnessed standard-fit Xenon headlamps being dropped to the options list, where new 18 and 19in alloy wheel upgrades were now available. The Vectra GSi was killed off in 2005, superseded by the VXR (which was lower-specced than the GSi). No facelifted GSIs were produced, although a few have been converted by bolting on the later panels.

TRANSMISSION

Here's the big one. If you're looking at a GSi with automatic transmission – as half of them are – you must check the gearbox. More to the point, check the car's engine coolant header tank. This is because early cars had a problem with water getting into their gearboxes thanks to blown seals in the transmission cooler, which lives within the car's main radiator. When the seals fail, coolant can mix with transmission fluid, in turn destroying the gearbox. A new auto box will cost thousands!

What you want to see in the header tank is nice, clean antifreeze

– ideally orange or blue. What you don't want to see is a gloopy substance resembling strawberry milkshake – if it's there, walk away. By this stage, coolant will be mixed with transmission fluid, and the gearbox will be scrap. As the problem progresses it puts the transmission into limp mode, allowing only second and fifth gears to work. There will probably also be a cog symbol warning light on the dashboard. This problem used to be very common, so Vauxhall implemented reworked seals in the transmission cooler and fixed many GSis under warranty.

The changes took place during 53-registration cars, but the only way to find out whether yours has the upgrade is to ask your dealer to check its chassis number. If your car hasn't had the revised part, it's perhaps worth investing in a new radiator to ward off a big bill.



STEERING AND SUSPENSION

Take your potential purchase for a test drive and you might be amazed by a variety of knocking and clonking noises coming from the suspension. At the front, anti-roll bar drop links suffer the typical Vauxhall rattle, but are cheap – less than a tenner each – and easy to change. Clattering can come from the front springs, which is easily cured by glueing on a nylon sleeve. Coils can also break, usually with a bang.

If you feel any play in the steering rack or if the car is vague to drive it's probably caused by a faulty track arm (not track rod end). It's very



common for the nylon ball and socket to wear out; replacement arms cost £30-40 per side. Beefier alternatives are available from Vauxhall for cars with 19 inch rims. Don't be duped into buying a complete steering rack.

On the back, rear 'banana' arm bushes are prone to failing, causing rattling over road bumps and tyres worn

on their inner edges. New arms are only £30-40 from motor factors. The symptoms could also be a sign of worn wheel bearings, which typically rumble. You'll need to replace the hubs at £60-100 per corner plus labour. GSi rear dampers are poor. If they're blown you'll see oily stains on their casings; it'll also feel like a flat tyre, with the car skipping around over manhole covers. Replacement is easy, and we'd advise Bilsteins even on a standard car. Unusually rear brake pads tend to wear faster than fronts.

Finally, it's worth pointing out that most Vectras left the factory with poor wheel alignment, which can be significantly improved by a proper set up.



PRICE GUIDE

Looking around the usual places we found a handful for sale with wildly varying prices:

Gumtree £995
53-plate, 2x owners, 139k, half-leather, 10 months MoT

eBay £1695
54-plate, 83K, fully loaded, lots of history, 10 months MoT

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BODY

Rust is not an issue. If you see a Vectra C with corrosion or any dodgy paintwork it is a sure sign of accident damage or a similar issue. Front ends are very susceptible to stone chips, so don't be surprised to find a resprayed bonnet. Likewise, front foglamps break all the time (£30-60) and front splitters are often missing. If you'd like a car with Xenon headlamps (in 2004 they were deleted as standard), the easiest way to tell is by checking for the presence of headlamp washers.

Windscreen wipers have a habit of failing (driver's side first), so examine the wiper rack. Ball joints fail, meaning a new rack at around £40-50 although most places will try to sell you one complete with motor for considerably more. If it's already been fixed the ball joint will be white, not brown – a quick get-you-



home fix is to fold a carrier bag over the joint to act like a washer. Other than that, check all the usual suspects

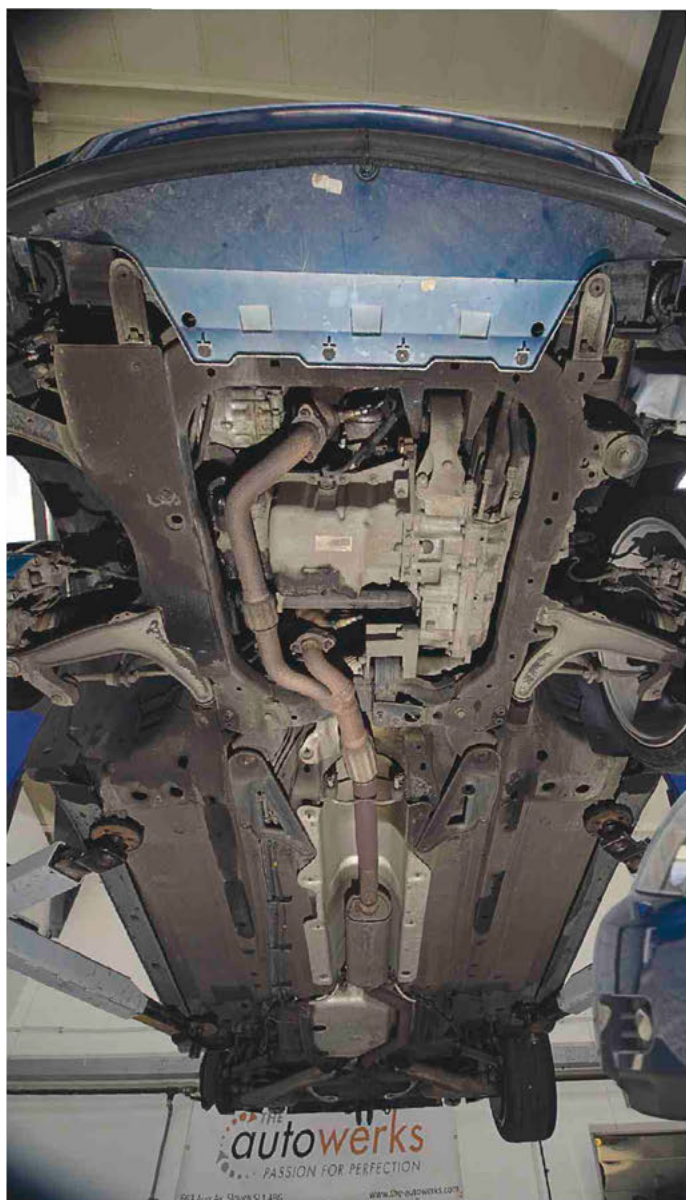


– look for signs of accident damage under the bonnet and in the boot, and make sure all the ID tags match.

INTERIOR

As a repmobile the Vectra's interior is justifiably durable but don't be surprised to see a GSi with worn driver's seat bolsters, even at a low-ish mileage. Material can also come untucked from the side airbag, leaving a saggy bolster. Heater vents can break under harsh hands; second hand replacements are readily available for a few quid. Check all the electric windows work. If not, the switch might have packed up. This is normally caused by dirty contacts, so don't buy a switch pack until you've cleaned off any oxidation underneath.

Vectra heaters have a few issues, most notably duff heater motor servos. Commonly it's the air recirculation motor, located behind the glovebox. If so you'll hear a loud ticking from the dashboard area while the motor shakes the heater



MODIFYING THE GSi

ENGINE

flap. It costs around £70 and takes minutes to change. If the heater's only working in position 4 the resistor will be blown. It's clipped to the side of the motor, behind the glovebox. A resistor pack is £20-25.

Pay particular attention to any errant dashboard warnings. Don't confuse the service indicator light (car with oil can) with the engine management light (car with spanner). The latter could be a sign of a failed CIM module, which lives behind the steering wheel, a replacement can cost upwards of £500. It will also need recoding which not many people outside of the dealer network can do, so even second hand isn't going to be cheap. It's worth investing in a fault code reader, but make sure it's CANbus compatible. All Vectra Cs have CANbus wiring – early models part-CANbus and later models full, which

means electrical components cannot be interchanged. Part-CANbus cars have steering wheel push buttons, while full CANbus Vectras have scroll wheels.

If a Vectra is rattling from the back, try driving with the parcel shelf out. It might simply be that the little rubber buffers have dropped off.

Despite the Vectra GSi's relative rarity, its basic powerplant has been popular for years – so many of the go-faster goodies for earlier Vauxhall V6s will also work on the 3.2. The obvious way to start modifying a standard car is with an ECU remap. An EDS map alone will increase grunt to 215bhp and make the car really come alive.

The next step is to improve induction, ideally using a performance air filter inside a derestricted airbox – basically you remove a panel inside the airbox, which was fitted to meet EU noise regulations. Adding a diesel air intake behind the front grille will also help, if your GSi doesn't already have this setup (depends on model year).

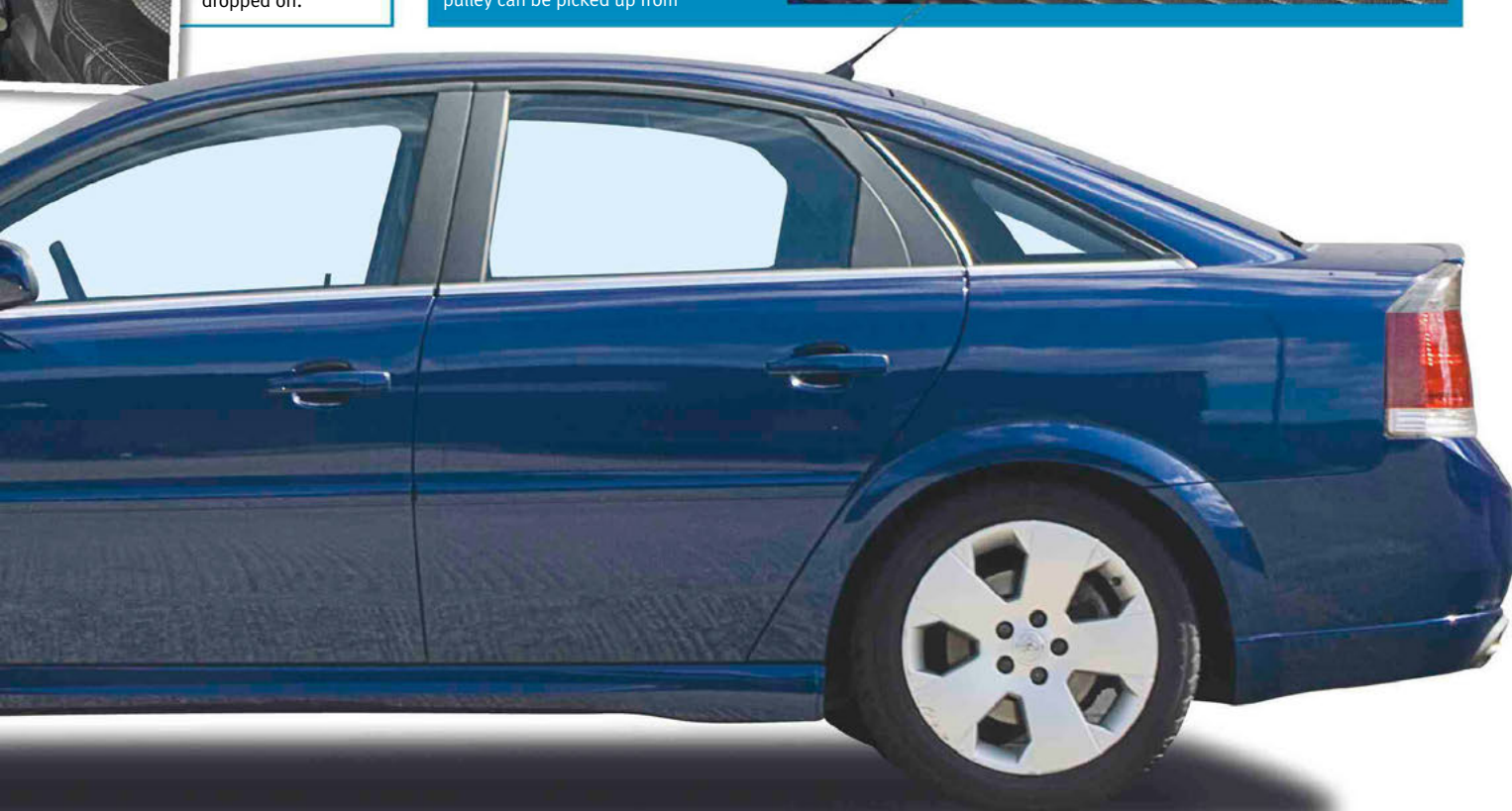
A sports exhaust will make aural improvements and add another 4 bhp beyond the remap. A standard VXR Remus system is larger bore and fits straight on. The main cat can be removed entirely, but it's technically an MoT fail and if a tester notices it's absent, they may well fail the car. As a result a sports cat is the best bet. Front pipes are particularly restrictive and if money's no object you'll opt for a pair of equal-length manifolds, which need spec'ing to take the 3.2's lambda sensors.

Iridium spark plugs are a worthwhile addition for a remapped GSi and you may feel mild gains from an increased fuel pressure regulator. Likewise, a lightweight alloy bottom pulley can be picked up from

Courtenay for £135. Performance cams add power and for a 3.2 you'll need aftermarket items from Courtenay, Schrick or Piper. Ideally they'll be fitted within ported and polished cylinder heads, which are designed to eliminate exhaust restrictions. Further remapping will be needed for most effective fuelling. Unlike previous models the 3.2 can't have its timing advanced by jumping a belt tooth, but vernier pulleys can be used instead. At this stage, another trick some have employed it to wire open the throttle flap, increasing airflow for maximum mixture at all times.

Unfortunately, throttle bodies can't be persuaded to work with a GSi's CANbus system, so further

modifications will mean forced induction. Supercharger kits are available, but they cost more than buying a decent GSi outright. An interesting alternative would be a turbocharger conversion – a VXR single or Saab low-pressure twin turbo setup would be achievable with remapped Vauxhall management.





MODIFYING

TRANSMISSION

If you've bought a manual model, you might notice a lack of six-speed gearbox. No problem, though, because a Vectra VXR F40 (or even an M32) can be persuaded to fit. The standard-fit dual mass flywheel means you can't simply swap it for a lightened item unless you get a clutch built to match. Ask Courtenay for details. The good news is a Quaife ATB differential can be fitted to get the power down effectively.

SUSPENSION

Standard GSi suspension incorporated 15mm-lowered springs and stiffer Sachs dampers, but they're really nothing special. To make a world of difference to a Vectra C's handling all you need is a set of Bilstein dampers, ideally with Eibach springs – and Irmischer kit is rumoured to be nearly identical. If you're lowering the car, a drop of 30mm is about right. Bear in mind you will not be able to fit them onto Vectras with optional-fit IDS active suspension. Whatever you do, be sure to get the alignment set up by a specialist afterwards.



■ BRAKES

If you've bought an early GSi it will have 302mm front discs, identical to 2.0 Turbo models. If it's later than a 52-plate it's more likely to have 314 mm anchors up front with different calipers. They're adequate but ripe for upgrading. The cheapest method is to fit police-spec pads direct from your Vauxhall dealer, which are softer and provide great bite. Chances are you won't be track racing your Vectra – so aftermarket stoppers aren't necessary. Especially when Vectra VXR front brakes fit straight on to any GSi and make a massive improvement to stopping power.



■ WHEELS AND TYRES

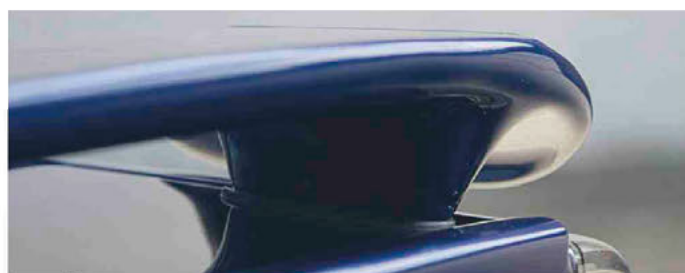
Standard-fit GSi wheels were 17in alloys on 215/50 tyres. They're an unusual size and can be expensive. Instead swap to 225/45x17s, which are an official alternative and much more readily available. GSis could be ordered with 18 or 19in rims from new, so they're a sensible upgrade that require no body modifications. Bigger still, 20s are the largest sensible option. A wheelarch modification kit is available from Irmischer if you don't want to experience inner-arch rubbing on full lock.



■ BODY

As a sporty model the GSi doesn't exactly look sexy. Luckily, Irmischer produce a range of styling products for the Vectra C including bumpers, spoilers, grilles and sideskirts. It's also possible to bolt on the front body panels from a facelifted Vectra

C if you fancy the idea. Be wary of going lairy. It's not a car that suits heavy handed treatment! You're much better off with a nice set of wheels and lowering, than you are seeking out graphics, or 'distinctive' fibreglass additions!



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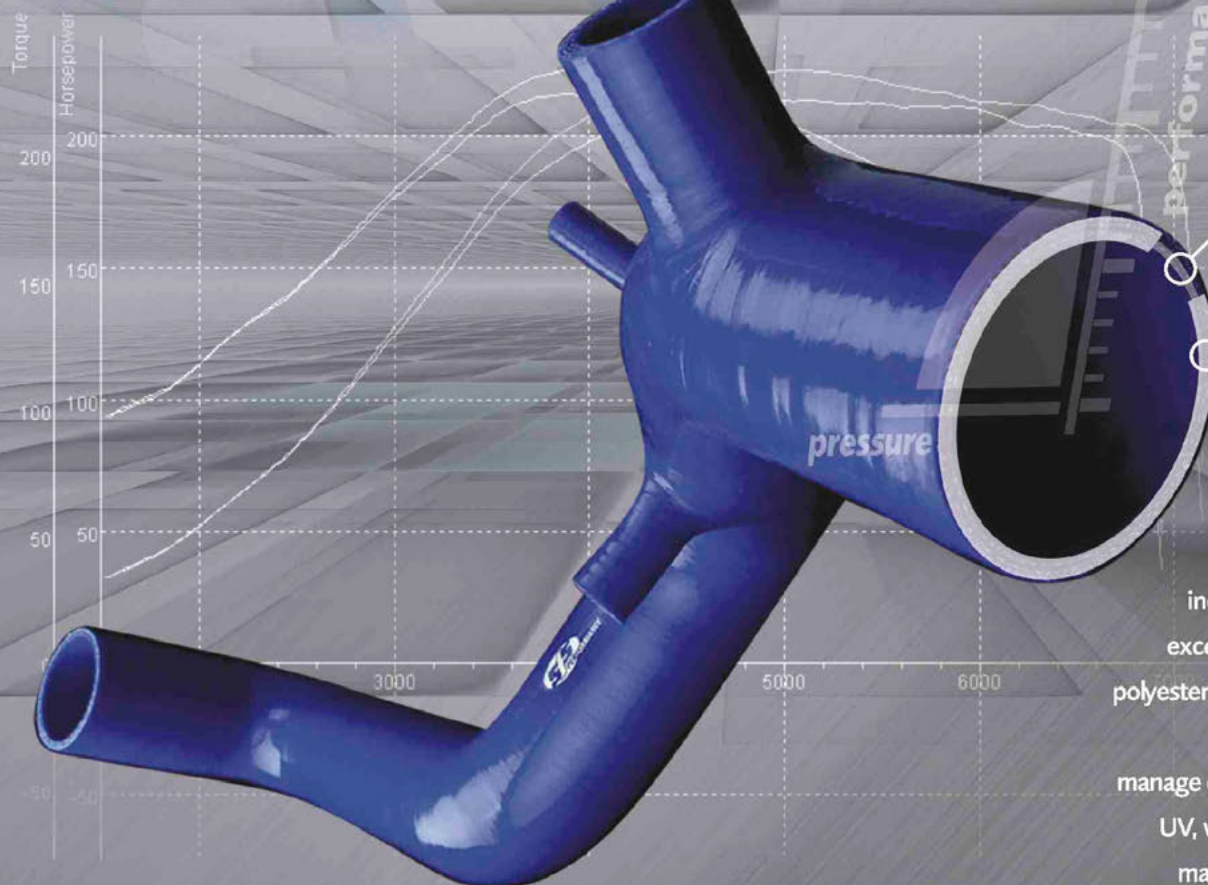


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BREAKOUT

@ Hi there. Hopefully you can shed some light on this for me. I have a 2007 Vectra SRI CDTi which has just failed its MoT test on a couple of things including badly corroded front discs (seems the pads are only touching half the inner face?) so I've asked the garage to replace the front discs and pads. They asked me what brand I wanted and well, I have no idea? Are there any to avoid or any that are better. I just assumed a brake disc was a brake disc, ie a bit of metal and that was that. I checked online reviews and just ended up being totally confused as it seems all brands are as great as they are crap! Help me!
Sharon

A We couldn't agreed more regarding the reviews. It's the same with tyres, holidays, cheese sandwiches... everything out there is rubbish but also great. It just depends

on the reviewer. As with most replacement parts, there is a huge choice out there so how do you know what is best, but then define 'best'. Is that best full stop, or best for a certain budget and under what conditions? Best for a track car, or for the weekly shop?

Our advice would be to avoid the really cheap end of the market, just because you can get a disc for £9.95 doesn't mean you should. Quality varies massively and well, do you really want the cheapest brakes to match the cheapest tyres? The obvious answer is go with genuine parts – these are tried and tested and at times, actually on par with 'cheaper' version when it comes to cost. There are different grades of material and thus, quality. Have a chat with the guys at Autovaux, they'll do you GM genuine parts for a very reasonable price or can source OEM quality aftermarket parts if you desire.



Don't skimp on brake components!



Oil catch tanks aren't necessary for all applications

WHERE'S THE CATCH?

@ Hi lads. Can you give me some advice regarding oil catch tanks? I've got a C20LET in a Mk4 Astra and while there's no issues, a mate of mine said it would be worthwhile fitting a catch tank but I don't really see what the advantages are or indeed how I'd even go about doing this. He was dribbling on about how it would

add power but christ knows how that logic works. Set me straight guys!
Ally

A A catch tank does exactly that, catches oil residue and traps it to then be drained off when it's full. On the likes of the C20LET, it has a breather that runs from the rear of the rocker, round the side of the head and

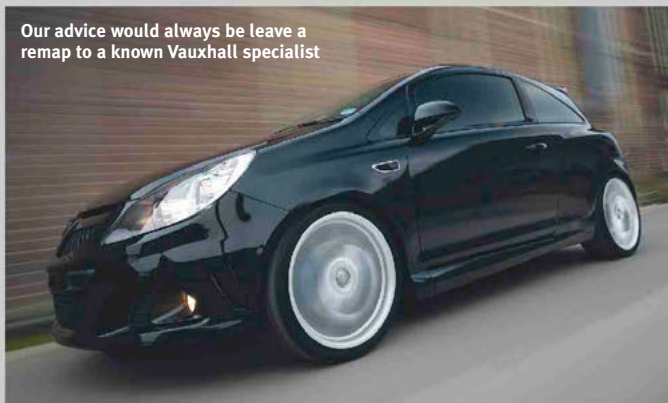
feeds into the turbo inlet. It doesn't take a genius to realise that hot oil mist will be travelling down said pipe, through the turbo and thus into the combustion mix. Granted, it will be so little it'll barely be noticeable however some argue that fitting a catch tank in line will trap any oil, thus cleaning up the inlet charge and in turn that will arguably clean up the mix and in turn,

create a bit more power. Put it this way, it won't take a second off your quarter mile time but there's no harm in doing it. It works well on track cars where oil surge is an issue under hard cornering – oil splashes down the breather and the result is nice blue smoke for a few hundred yards. A catch tank and baffle plate will help.

MAP READING

@ Hello there, I have a Corsa VXR which I've owned for about a year now and aside for Bilstein shocks, it's totally standard. I'd like to get it remapped (yeah, and so it begins!) but I'm really struggling to decide where I should take it to get it done. There are a few companies around me offering flash maps which seem like much better value than the likes of a custom maps from some of the big tuners out there. I don't want it to be mega fast, just a bit more and I know the cars is running spot on so I'm thinking the local guys will be fine? Reassure me!
Tyler

Our advice would always be leave a remap to a known Vauxhall specialist



sure they are all 'spot on' then you crack on with your man with laptop and downloaded files. It might be fine and to be fair, there are countless cars out there running generic plug and play maps without issues.

Or... you could do it the right way. You could take it to a reputable specialist and for the slight increase in cost, they'll carry out all the necessary pre-map checks on the dyno to ensure the car is indeed fit and healthy and should it not be, they'll either put it

right or tell you to go away. Assuming all is well, they'll then download a suitable map or will write a custom map to get the best from the hardware (exhaust, cooler, cams) and the engine, as like people, no two engines are the same. Map done, they'll then dyno the car again to make sure all is well before they let you go. Put it simply, you can buy a suit from Asda or you can get a tailored one in Saville Row. If you're going to do it, do it right,

SLIDING DOOR

@ Hi chaps. I have a very annoying issue with my modified Astra Coupe and it's starting to drive me mental. I can cope with blown diffs, turbos failing at 2bar of boost and endless air flow meter issues but this is driving me demented. The issue is totally erratic and it's the drivers window dropping, or not dropping as the case may be. Nine times out of ten it operates fine, the window drops when the door is opened and then shuts when closed but occasionally it doesn't and thus, either won't open cleanly or won't seal properly. Very randomly, the window will drop and shut again

when I'm driving too. I'm not actually sure how this system works so any thoughts or suggestions as to what the issues could be? Cheers!
Kyle

A The window drop on the Coupe and Convertible models is controlled by a micro-switch built into the door lock itself. It activates when you lift the handle, dropping the window a fraction and then closes it once the door is shut. They can be prone to failure but try opening the door, then flick the latch over to the closed position with a screwdriver (or similar) and see if it works correctly.

It may actually need the lock assembly replacing or indeed it could be a broken wire, perhaps shorting out. By far the most common place for that to happen is within the rubber grommet/sleeve where it exits the door/goes into the body. The red wire provides 12v into the door, then from the microswitch to the window motor via a red/white wire. Check non are broken or shorting out. Ultimately some electrical knowledge will be needed or you could try replacing the lock. There are numerous wiring diagrams online and a second hand lock/latch assembly will be readily available and cheap via the breakers.



The pillarless look isn't without its complications

Quick fixes

Q Hi, I have a 1993 Astra Si 1.4 and I'm trying to get hold of a replacement wheel trim. Vauxhall no longer supply them. Any ideas as to where I may get one? Thanks.

Gary

A As with many parts of this era, you will struggle. The Si wheel trim, which is a very similar design to the 16in Cavalier Turbo Fanblade alloys, is extremely rare. Ebay or the owners forums but be prepared to wait a while.

Q I've seen a few Corsa Bs with leather seats. I assume these are from a Cavalier but what else will fit as I want the proper bucket seats in the front. Cheers.

Keith

A The Calibra rear bench will fit with a little fettling as will the fronts from a Calibra or Cavalier. Only the Cavalier Turbo had the Recaro-esque seats, finding a set of these will be a challenge. How about retrimming the Corsa seats?

Q Hi, I'm looking for a set of alloys for my 2007 Vivaro Sportive. Somebody said that BMW wheels will fit straight on but that doesn't sound too plausible? Any suggestions.

Darren

A The Sportive has 16in wheels with an ET50 offset and a 5x118 PCD. You can fit BMW alloys though as most are 5x120, you need wobbly bolts and spigot rings. You also need to drill the BMW bolt holes to 16mm. There are numerous online guides, best bet is read them carefully before you commit. But yes, it's possible.

Q Guys, do you know if there's anybody supplying 3in exhausts off the shelf for my Vectra hatch which is in the process of getting a Saab B204 fitted? If not, what's the solution?

Steve

A As far as we know, no there's not. Most people would use the Vectra centre and rear section, the Saab front pipe and get them joined. Or, if you're feeling flush, any reputable custom exhaust builder will do you a full system from the turbo back, built to your own specification. We'd go down this route. It's only money right?

Q&A

CAV CORROSION

@ Hello gents... this is probably one for Doug or Dave as they seem to muck around with old Cavaliers! I've not long since bought a 1995 SRi 16v saloon which is standard and in fairly good order but I want to get it properly mint for the summer. I've stripped down the front end to get it all rust proofed and painted but I've noticed the front lower cross-member is bent and also pretty rotten and also the panel under the headlight has started to corrode. I'm just wondering if these parts are available and what's involved with replacing them? Thanks boys.
Declan

A Our resident Cavalier boys feel your pain. The lower cross-members are bad for rotting as they aren't that well treated and with water tending to gather in them, they do rot quite nicely. People also have a tendency to jack the car up in the middle of them and well, that's not a good idea as they bend rather well,



Treat rust as soon as you see it, not when it gets to this extent!

especially if already weakened. Replacement panels are not available any more so the options are to either find a clean shell and start cutting, or fabricate a new section. Something as simple as a length of zin box section welded in would suffice but bear in mind the radiator also locates on the crossmember so you'd need to fabricate brackets or spend some time making a section that is as OEM as possible. This will all depend on your metal beating skills!

The headlamp panel is also no longer serviced and nigh on impossible to find. If the rust is surface then we'd just grind it out, fill it and shape it by

hand however if it's rotted out then the best bet is to find a better one and weld in it. There are several spot welds under the headlights and along the centre cross-member. Drill them out as neatly as you can then simply plug weld the panel back in place and dress the welds up. Not a huge task by Cavalier standards. Just wait till you poke a screwdriver through the rear spring seats and discover the footwells are made from last weeks copy of the Sun and about seven tons of under sealer... such is the way with a lot of 80s and 90s Vauxhalls. If you can't see the rust, it's not rusty. Errrr... ok then!

ESTATE AGENT

@ Me and my mate Coco are sat here, beer in hand and arguing about fast estates and he reckons Vauxhall never did anything that impressive... probably because he's an Audi fan boy. I'm arguing the case that they did build some quality, properly quick stuff but that got us on the arguing about what you could build as the ultimate fast estate in terms of power and looks. I reckoned a 2.0t Vectra would be a good base but he was on about LET engines and Mk1 Astras. I've now decided I want something mental so what do you think would be the ultimate estate car build? You say it, I do it!

Gav and Coco

A I'm sure we touched on this before, the whole 'estates that never were' but even considering the estates that were, there were some not bad efforts. The Carlton Diamond could move for its age as could the Omega MV6 whilst the Vectra GSi estate could top 140mph, the Mk5 Astra SRi Turbo is mega tunable and the mighty Vectra VXR is probably the best all rounder for doing 160mph with a fridge on board. You've also got the latest offerings in the shape of the Insignia VXR, though we suspect it could be the last of a dying breed as things have gone all Bluetooth and 60mpg of late... which is a crying shame. They should've done the VRX8 estate in the UK. As for the Vectra 2.0t, decent engine but a bit limited in terms of outright power. Unless you're Swedish. And mental.

As for building the ultimate, that really is a blank canvass. You could take the Mk1, Mk2, Mk3 or Mk4 Astra estates and garnish with a side serving of 500bhp C20LET or drop a Z20LEH into an Astra Mk5 estate. You could also go down the Saab B204 route and drop it in a Vectra or go LS2 power in an Omega. Such is the beauty of Vauxhall tuning in the UK, the limit is really your imagination, skill and budget. One of the finest examples we've seen is the Mk2 SRi130 estate, complete with LET... frankly, genius. I think to rival the Audi RS offerings, you'd need 4x4 which limits you to an Insignia however, we've seen 4x4 Mk1, Mk2's and Mk3's so that's a whole new ball game. Granted, huge fabrication work needed but it would be utterly brilliant. Somebody needs to do this!

Quick fixes

Q Hi. I'm viewing a 2006 Astra SRi Turbo at the weekend but it's misfiring. What do you think I should do... would it be safe to drive it back. It's properly cheap so I'll take the gamble on it I think!

Adam

A As with many 16v engines, the Z20LEX is prone for coil packs failing so take a spare, swap it out of sight and hope it solves it. That said, if it's the 1.6 Turbo, it could hint at more serious issues such as piston failure. If it is misfiring, we would advise against driving it. Not only will it be horrible but it could do further damage.

Q Hey guys. My wee Astravan has just wrecked its gearbox. It's the 1.3 CDTi with the 6 speed box. Is this the same as fitted to the VXR and the 1.9 CDTi too?

Ali

A The Astra will have an M20 box whereas the Astra VXR, Corsa VXR and the 1.9 CDTi's are the M32 gearboxes. The 1.7CDTi also uses the M20 box as do certain Fiat/Alfa JTD models. Given these boxes are prone to failure, there are numerous specialists out there. Just do some Googling.

Q I'm building my own version of an Astra Nurburgring but using a Corsa SXi as a base. Do you know if the wheels fit on and where I can buy the graphics? Thanks.

Tim

A Nurburgring alloys are 18in and 5 stud so there's your first issue... the SXi is four stud. You can buy very similar replicas however. The stickers – any vinyl printer will be able to help.

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STAFF CARS

What we've done with our cars this month

THE TV FLEET/THIS ISSUE

DAN FURR **IRMSCHER MV6**

BOUGHT 2014
STATUS Some hardcore rear end action. Ooer.



JULIAN **VECTRA C 1.8VVT**

BOUGHT 2013
STATUS Currently looking at sorting a whole host of annoying and minor issues.



JAMIE **CARLTON**

BOUGHT 2012
STATUS Back in the game, and making some serious, albeit slow, progress



DOUGIE **CAVALIER GSi 4x4 V6**

BOUGHT 2006
STATUS About to receive some serious DLC (Dougie loving care!)



JAMIE **CARLTON**

BREATHING SPACE

There's a lot of space in the front of a Carlton, just a shame none of it's where we really need it!

I'm still not quite sure how it's possible for a car with as large an engine bay as my Carlton to have so, so many clearance issues! The space between the leading cylinder and the radiator is wide enough for me to comfortably stand in (or for an extra two cylinders – yeah, I know), and there's plenty of space around the whole front end of the block. The issues are actually round the other end, towards the bulkhead and on the driver's side, and they're worse than me or Steve Lacey thought at the start. Steve chopped a small casting off the inlet manifold (about an inch and a half) to try and give enough clearance to miss the brake pipe outlets and the servo, while a servo takeoff was cleanly chopped off and repositioned away from the steering box. A servo vacuum takeoff near the rear of the manifold was judged to be redundant, so that and the circular casting around it was also lopped off for extra breathing room, though the manifold still makes contact with various components around that side of the engine bay. Further inspection revealed a lot more material would have to be taken off for the manifold to fit properly, too much to not result in running issues once all



There's plenty of space in the bay, just not in the right places!

bolted up and turned over – good thing I've got a spare XE inlet if it all goes wrong!

Of course all of this isn't helped by the fact that my car appears to have its original set of rubber engine mounts (they're the doughnut kind with a

recessed steel pin running through two pieces of rubber), both of which have seen better days and now boast all the structural rigidity of soggy cardboard! The driver's side mount has a lot of flex in it and a new one is being sought out to try and limit the amount of the

engine's lateral movement.

So what's the plan then? Currently it's to get a whole lot more clearance by dropping the engine down by 15mm – enough to prevent any contact between the motor and the various ancillaries, but not enough to lead to issues with the angle of the prop. This will mean cutting, re-mounting and re-enforcing the steel mounting points themselves, but it looks like the only way to ensure the rear of the XE sits within the bay without clobbering everything around it. Then it's time to start working out how much coolant hose is needed and how to best route the loom...

Still, it's been good to get the car back home in Somerset, give it a bit of TLC and, most importantly of all, trial fit a rubber boot spoiler. This is actually an original aftermarket bit of kit that Steve had in his garage and it's pretty much perfect for the boot of the Carlton.



Jarkle's chuffed to have the car back, albeit not yet working

THANKS

Massive thanks must go to Steve Lacey for his continued efforts to get the car up and running under Redtop power.



Fantastic little boot lip spoiler is a period item





Hybrid rear end is looking mighty fine



DAN FURR **MV6**

PARTS OF THE PROCESS

I've spent a significant amount of time sourcing genuine Irmischer body kit components, sorting the MV6's interior, redesigning its rear end and introducing suspension and chassis upgrades since hauling the ol' bus out of storage, but its most important features remain parked on my garage floor. Yup, I'm talking about the car's engine and transmission.

My donor MV6 provided a healthy R28 five-speed manual gearbox (in addition to a propshaft, pedals and leather), and I managed to get hold of a low mileage 3.2-litre V6 powerplant. The time has finally come to strip and refresh both units, and I've been collecting a variety of parts accordingly.

New genuine GM equipment to arrive at Château Furr includes a clutch kit, timing belt kit, thermostat housing, coolant transfer pipe, filters, water pump, water pipework, expansion tank, head bolts and studs, a spin-on oil filter convertor, radiator plug, sump gasket, various O-rings and sealing compounds. I've also bought a cylinder head refurbishment kit comprising valve stem seals and gaskets (heads, cam covers, camshafts, exhaust

manifolds, upper and lower inlet manifolds, plenum etc.), a K&N air filter, a Courtenay Sport cool-running thermostat, a lightweight C20XE flat-type flywheel and a Retropower clutch spacer kit.

Luckily the car was treated to genuine dealer-fit parts including a new oil cooler, cam covers, breather box, downpipes, catalytic converters and cat-back exhausts a few weeks before I bought it, and it's nice to know that these items are more-or-less as good as new. Unfortunately, the same can't be said of my Irmischer Sport Stars; the process of equipping the 18 inchers with new tyres has caused some of the recently-applied wheel tinting spray film to peel away. In

light of this, I've decided to have each alloy professionally refurbished and properly painted. Wrapped in their Richbrook carrying bags, they're en route to a facelift as I write this project update.

If all goes according to plan, my next progress report will feature an MV6 powered under its own steam and rolling on a stunning set of freshly refurbished Sports Stars. Wish me luck!



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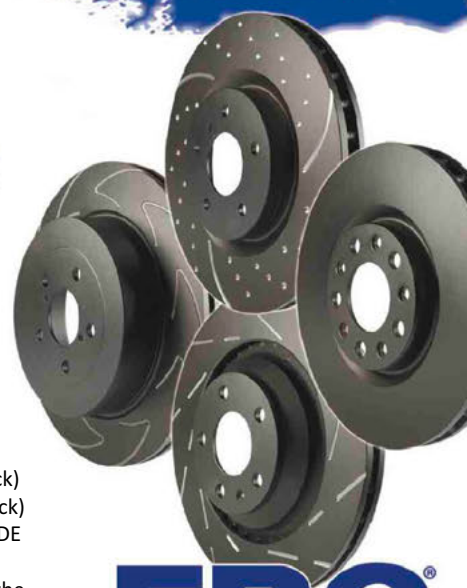
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PRIVATE ADVERTISERS ONLY MUST SIGN HERE (The goods advertised are not offered by way of trade.)

CONDITIONS OF ACCEPTANCE

- We reserve the right to refuse any advert.
- Adverts are published subject to space. Kelsey Media cannot guarantee specific issues into which adverts will appear.
- This service is for private advertisers only. Anyone trading more than 12 adverts in a year will be regarded as trade.
- Traders please contact the sales team on 01733 35353.
- Each advert can be no more than 30 words. Kelsey Media reserves the right to edit down adverts that exceed this word limit.
- Kelsey Media cannot be held responsible for illegible or inaccurate advert descriptions.
- Advertisers can include one photograph free of charge. This photo will be published subject to space and cannot be returned. Emailed digital photos must be in JPEG format.
- All adverts and images will be kept on file for a maximum of 6 months.
- Advertisements may appear in other relevant Kelsey Media publications.
- When submitting an advert, you all assign all copyright of the words and photos to Kelsey

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 - Telephone numbers starting '070' are usually from our affiliate website carandclassic.co.uk. If you get a message which says 'invalid' this usually means the item is no longer for sale.

Astra

ASTRA GSI 1.8



1993, £2,500 ono. Very rare car. Shiny white with 17" alloys with all good tyres, lowered suspension, thousands spent on performance, you could eat your dinner off the engine very shiny with mirrors, race exhaust all way through, uprated brakes, very good well looked after seats and dash, Clifford alarm. Sold as seen. Yorkshire. 07808 276327 (HP)

ASTRA GTE



1983, 64,000 miles, £5,995. A rare retro hot hatch and if I'm not mistaken "The best in its day". New roof lining 2014. It has a factory fitted glass sun roof (not a cut out after market). The car has been painted 2013. I have spent a great amount of money and time on this car and regret writing this advert but I now have no dry storage for the car. Leicestershire. 07702 406942 (HP)

ASTRA GTE



1991, 23,000 miles, £3,795 ono. In stunning condition inside and out, very low mileage. Used for shows in dry weather. Use only between May and October, qualifies for classic car insurance which is £110 per year. Purchase of house forces reluctant sale. Nottinghamshire, phone 07967 240342 for more details (HP)

ASTRA LIFE 1.6



2004, Just over 86,000 miles, £1,600. MoT until Dec 15. Only had 3 owners Great car in nice condition and drives well. I have had the following work done: Battery 2013. Angle Sensor - 2013. Had a car hit me from behind in 2014 - replaced rear bumper, trim, tailgate etc Cam-belt change in Nov 2014. Ignition coil in Feb 2015. Hertfordshire. 07855 424074 (HP)

ASTRA MK 3 EDITION



1998, 89,000 miles, £650. 1.6 16v. 5 door, very clean and solid car. 6 months MoT. 2 keys, 1 owner from new, new battery, new tyres, some service history, looks & drives great. Surrey. 07414 445666 (HP)

Calibra

CALIBRA



1997, 110,000 miles, £3,000 ono. 2.0L, 16V, vgc, new gearbox/clutch, 800 pound 17in alloys, good tyres, 12 month MoT, lovely looking car no rust, full history. Somerset. 7706 445692 or 01934 529011

Cavalier

CAVALIER



1987, £1,295. 1.6 automatic in outstanding condition inside and out. Been garaged its whole life and it really shows. Drives as well as it looks and comes with 12 months MoT. Full of service history. Merseyside. 07840 855896 (HP)

CAVALIER

1993, 82,000 miles, £500. 2.0 GLS Auto. Metallic blue having usual marks on body as per year of car. The MoT has expired. This car runs and drives sweet and the auto box is fine. The body work is also in very good condition and the cloth interior defies it's years. 07804 669705. Staffordshire (HP)

CAVALIER FACTORY CONVERTIBLE



1987, £1,395. 1800cc, 5 speed. Good hood. Back window. Tonneau cover. MoT July 2015. Original 15 inch Crosspokes. Only 48 left. No telesales please. Somerset. 07895 675851 (PB)

CAVALIER GL



1982, 26,000 miles, £2,250. It has been dry stored for the last 18 years and has just had a full service and drives like a 26,000 mile car should. I have the original 1982 logbook the original bill of sale showing the mud flaps and alloy wheels as extras all handbooks including service book and Haines manual. Yorkshire. 07479 283307 (HP)

CAVALIER SPORTS HATCH



£0ffers. Restoration project. Complete car 2 owners from new, stored in garage last 20 yrs, engine runs well. 01616 534850

CAVALIER SRI



1988, 44,000 miles, £4,500. Absolutely MINT condition inside and out no rust at all and never had any welding! One of the rarest 80s cars around. Interior is in pristine condition. It has been garaged it's whole life. Yorkshire. 07479 283307 (HP)

CAVALIER SRI



1995, 118,000 miles, £1,250. Mk3 2.0L 16valve. M reg for sale, comes with alloys, pas, electric front windows, cd player, 11 mths MoT, no Tax due to new rules and regulations. Good inside and out, starts first time and drives fine. Tyne And Wear. (HP)

MK 2 CAVALIER SALOON

1983, £1,000 ono. An unfinished project! 80,768 car mileage. Garaged, non-runner, buyer to collect. Price includes many spares - for sale as job lot only. Yorkshire. 01723 870934 (HP)

Corsa

CORSA

2007, £POA. Tailgate spoiler with brake light- please call with offers. Bristol. 07502 032532 (JW)

CORSA



1998, 153,000 miles, £475. 1.7 diesel, very economical, very reliable engine. Many new parts over recent years including battery and glow plugs. Serviced august 2014. MoT to September 2015. Basic model, no electrics to go wrong! Body work in very good condition for age. Cash only, cheap but good runabout. Bedfordshire. 07914 768667 (HP)

CORSA

2005, 124,000 miles, £1,395. 1.4 16v. SRI Twinport. 3 Door hatchback. 5 Speed Manual. Metallic Black with Complementing Two Tone cloth interior. Fitted with body styling extras. Recent tyres all around. MoT until May 2015. Buckinghamshire. 07749 062268 (HP)

CORSA

2007, 102,000 miles, £2,450. MoT. vgc no dents or digs, no rust very clean, runs well, one owner. Sussex. 01825 740978 (HP)

CORSA D VXR

2008, 30,000 miles, £0ffers. Standard rear diffuser, intercooler. White V grill. Black wing mirrors. Ex glass (damaged). Clutch flywheel. JS performance dump valve hose (blue), CD30 black radio. Cheshire. 01606 551200 (PB)

MONTANA

1995, £Around £1,000. 3 door hatchback 1196cc, low mileage, in excellent condition, ready to use and enjoy. Lancashire. 01524 406398

Cresta

CRESTA



1962, £14,500 ono. 2.6. poss earth, alternater, electric fan on radiator. Electronic ignition. New Respray, converted to unleaded, All chrome is new. This car must be seen to appreciate the work care and money spent on the upkeep of this Cresta. Bedfordshire. 01582 872684 (HP)

Frontera

FRONTERA



1993, £450 ono. 2.4i LWB A series 4x4. Unfinished pickup truck conversion project. As you can see in pictures it still needs welding in rear. Also need 3 tyres. No MoT, but can be MoT before notifying DVLA of changes. Central locking. Power steering. Adjustable steering (up and down). Electric windows. Dorset. 07516 648207 (HP)

Omega

OMEGA ESTATE



2002, £575 ono. 2.0 silver good condition. Drives very well and very presentable car. some scatches on bumper but good generally. MoT june 2015. Very economical for its size. Bedfordshire. 07577 933445

Signum

SIGNUM ELITE



2007, 63,000 miles, £3,875 ono. V6 2.8 turbo. Excellent condition and performance. 250 p.s. MoT. FSH. Tan leather. Sat Nav. Open to reasonable offers. Northamptonshire. 07590 020160 (PB)

Tigra

TIGRA 1.4 16V



1999, 109,000 miles, £745. 1.4 16v, LHD, spec includes: silver metallic with rare oxblood leather upholstery, power steering, central locking, electric tilt & slide sunroof, electric windows, colour coded body, tinted glass, alloy wheels, rear spoiler, fogs, air conditioning, heated rear screen, cd stereo system with am/fm radio, all usual refinements. MoT Jan 16. Buckinghamshire. 07933 670048 (HP)

Vectra

VECTRA 2.2 CD



2001, £299. 2.2 litre petrol engine. Excellent runner, e/windows/sunroof/ mirrors/steering, r/cassette with 6x cd/ auto-changer, air-con, m/f/s/wheel, 2x airbags, alloy wheels, beige velour interior. London. 07950 338604 (HP)

Velox

VELOX E-SERIES



1954, 1,300 miles, £6,500. Brookland Museum - (BTM) Brooklands 2014 show winner First time for sale for many years, always garaged 1 of only 13 currently registered on the road in the uk. Silky smooth straight six, 2262cc, rebuilt engine. 3 speed column change gearbox just been fully rebuilt by specialist. Surrey. 07900 322325 (JW)

Ventora

VENTORA

1972, £3,500. Very good condition. Clean. Tax & MoT. Low Mileage. Gwent. 01495 772725 (JW)

Victor

VICTOR 2000



1969, 62,000 miles, £1,500. MoT 26th April 2015, Tax exempt. 3 speed column change. This car has recently had £500 spent on bodywork repairs, including a replacement inner and outer sill, replacement rear wheel arch, repairs to the other rear wheel arch and 3 doors repaired and painted. Tyne And Wear. 07966 155987 (HP)

VICTOR FD



1968, £4,250. This FD has been mildly customized and features beige leather interior, metallic Pepper Red paintwork, whitewall tyres (not add on flaps), Ventura grille, original Victor grille also included. Mechanics are standard with 2 litre engine and 4 speed manual floor change. A ground up rebuild was undertaken in 2012 and I have 100+ photos of the work and all new/replacement parts are listed. Superb underneath and rust free. Hardly any of these left. Wiltshire. 01380 859340 (MC)

VX220

VX220



2003, 47,000 miles, £10,750 offers invited. 2.2 16V Fantastic Example. 2003 (03 reg) Petrol Convertible. Manual. Europa BLUE Pearlescent Paint. A low mileage very quick Lotus built sports car with subtle upgrades. Full black leather interior including dash panels, Winter Pack carpets, floor mats and fire extinguisher. Bodywork in excellent condition, garaged and used mainly in dry weather. Buckinghamshire. 07961 247540 (HP)

Zafira

ZAFIRA



2005, 62,000 miles, £2,400. 1.6 life (new shape). Service history, all books and paperwork etc, both keys. All the old mofs to back the mileage up. 12 months MoT. Great family car and good on fuel. Good condition unlike most mpv, cash on collection from Bolton. Lancashire. 07783 887413 (HP)

ZAFIRA DESIGN



2005, £1,575 ono. 1.6 16v 7 seater, 2005. MoTd till end of June 2015. No expense spared, service history with EE's worth of receipts etc. including all previous MoTs. Car has aircon, cd player, remote central locking alarm, abs, airbags, electric windows, power steering, etc. also 4 good tyres. 07837 237889. Leicestershire (HP)

VEHICLES WANTED

ALL VAUXHALL BRAVA TRUCKS AND ISUZU TRUCKS



Wanted. Any year clean or rusty we are very good buyers. (T). 07775 998628 (JW)

OPEL MANTA COUPE

Wanted. Or Opel Ascona. Anything Considered. Cash Waiting. 07901 993292

VAUXHALL BRAVA TRUCKS



Wanted. 2.5 diesel and Isuzu trucks any condition top prices paid we collect we need UR-GENT Dave (T). 07775 998628 (MC)

VAUXHALL CRESTA

Wanted. P.A. Anything considered or a Vauxhall Victor F-Type. Must be in excellent condition. Herefordshire. 07528 642560 (JP)

PARTS FOR SALE

INSIGNIA 5 DOOR HATCH



2011, £100. Car cover. Specialised. Tailor made outdoor car cover. Water proof. Useable on wet car. Fully fitted including door mirrors. Two tone blue/grey. Brand new and unused. Protective bag. Cost £249, original receipt available. Cheshire. 07831 237006 (PB)

REAR LIGHT AND INDICATOR UNITS



£3 and £6. Commer Cob/Imp and Bedford/ Vauxhall HA. Kent. 01689 878687

VARIOUS VAUXHALL PARTS

£POA. Including Mk 1 Cavalier, Opel, Monza parts. Many lamps. Books, manuals, etc. Phone for list or sell complete. Essex. 07535 973500 (PB)

VARIOUS VAUXHALL, OPEL PARTS

£POA. Incl Mk 1 Cavalier, Opel Monza. Phone for full list. Essex. 07525 973500 (RB)

VAUXHALL

1970, Various. 1800/2300 short motors, £150 each. Astra van 17D radiator with cooling fan. Hardly used, £100. Yorkshire. 01262 488672 (RB)

VAUXHALL ASTRA MK 4 (G)



2003. 4 Spax adjustable shocks, £100 ono. Inpro dark smoke rear lights, £50. North Yorkshire. 07746 977299 (RB)

VAUXHALL CAVALIER MK 1

£POA. Inc 2 a/s rear lamps, 1 x n/s rear lamp, various body mouldings, 1 front road spring. Phone for full list. Essex. 07535 973500

VAUXHALL HC 1256 CC

£105 ono. 1 x engine and gearbox. 1 x rear bumper good cond £35. 1 x front windscreen £45. 1 x front grille £20. 01416 441533

VAUXHALL NOVA

1989, £75 ono. Low mileage engine with five speed box plus other parts, the lot to clear. Northants. 07773 98978 or 01536 269386

VAUXHALL VIVA

1971, £250. Engine and gearbox, 1200cc. Staffs. 07816 888718

VAUXHALL WYVERN

1953, £3,250 ovno. Running restoration. Spares or repair. Tax and MoT exempt. Middlesex. 01895 237820 (HP)

VAUXHALL, BEDFORD

£100. 4 speed Vetora - PC gearbox, floor change. 3 speed CA gearbox, Mk I, £100. CA rear axle and drums, £100. 1940s 10-12hp rear axle, £120. Radiator, £80. Drums, £20 each. Front suspension units, £150 pair. Other bits. Lancashire. 01524 843902 (RB)

PARTS WANTED

CORSA

1993, **Wanted.** 15in wheels. Also Vauxhall radio/cd. West Midlands. 01543 378719

SPARES FOR A VAUXHALL

CRESTA PC

1965-72, **Wanted.** Derbyshire. 07956 018059 (JW)

VAUXHALL ASTRA 2LTR ESTATE

2000, **Wanted.** Parcel shelf, also wheel trims. Worcestershire. 07530 837264 (RB)

LITERATURE AND INFORMATION

TOTAL VAUXHALL MAGS

Free. Good home required for full set of mags from day one. All in A1 condition. (I don't want to see them go to recycling!!!). Cleveland. 01642 454882 (PB)

TRAINING MANUALS

Vauxhall Series PB, transmission book £20, electrical book £25, engine book £25. Vauxhall F Series 2 training manuals electrical equipment £25. Vauxhall F Series 2 training manuals steering, axle, brakes, suspension £30. British Leyland J4 range van from 1960, as new condition, £25. West Midlands. 01215 747066

VAUXHALL

£100. PA service training manuals. Set of 5. Genuine factory workshop manuals in perfect condition. Very rare. TS404, TS405, TS406, TS407 and TS408. Published 1959. Herefordshire. 01544 318133 (PB)

PERFORMANCE

VAUXHALL

next month...



COOL CORSA A



**BIKE-
ENGINE
CORSA C**

PLUS:

INCREDIBLE ASTRA VXR, PHOTOGRAPH YOUR CAR LIKE A PRO, FAST SHOW REPORT, BIG POWER VX220, NEW READER RESTOS PLUS LOADS MORE...



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- > Precision machined lightweight bells
- > Large diameter racing grooved rotors
- > High quality braided brake hoses
- > Mounting brackets and complete install pack

330mm 8POT Kit

356mm 8POT Kit

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	EBC Yellowstuff Performance Brake Pads. Superb cold bite, track and road. £117.02	EBC Bluestuff Performance brake Pads. Long lasting, track use. £128.73
	Ferodo DS2500 Excellent fast road and mild track with superb cold bite. £264.44	Pagid RST3 The pinnacle of fast road and track pad technology. £262.21

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